ATV News

A Cycle News Extra

Volume 1 : Number 5 : December 1981

ATV News "Free Fun!" Sweepstakes!

Three-wheel supercross attack

3-B Tri-Moto pony package

Christmas stocking stuffers

Baja conquered!

And more!

ATV News

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ON THE COVER: Team Honda's Mike Chester brought home the winning ATC in record time, conquering the Baja 1000. AME Mini Baja proved to be tougher than many expected. Steve "Wound Too Tight" Wright brought Yamaha their first major win, at CRC Amateur Supercross final. Photos by Lance Bryson and Bill Isenberg.

All that's vital (and fit to print)

While attending the recent Baja de Saddleback off road race in Irvine, CA, noted Yamaha 125cc rider Tracey Dickson completed the entire 20 minute moto on a front flat tire. As the green flag dropped Dickson managed to make a total of three turns before the front tire collapsed. Dickson, however, refused to stop not only to finish the race but managed to stay ahead of at least five other riders. "I felt really good for this race and when the tire went flat I couldn't believe it. I felt I came all the way to race, so flat or no flat I would continue, at least I didn't finish last," commented Dickson.

Attention all Ohio ATVers. One of Ohio's premier tracks (Grand Prix Raceway), will begin running ATV races along with their regular Hare Scrambles schedule. There are two races scheduled at this point, Sunday, Dec. 6th and Sunday, Dec. 13th. For more info call 216/683-3959 or 854-4847.

For years the indoor motorcycle races at the Minneapolis Armory were for hard-core enthusiasts only. You had to love the races to put up with the exhaust smoke and noise. Now, moved to the St. Paul Civic Center where sound and ventilation are called perfect for the events, they are proving to be a growing attraction for spectators. The six-event series is scheduled for Dec. 5 and 6, Jan. 2 and 3 and Jan. 16 and 17. The serious motorcycle race fans will be back as always. The new competition among all-terrain cycles, are the three-wheelers. They are expected to get reactions that are varied but enthusiastic. Introduced last year, the three-wheel races proved popular, competitive and, to long-time cycle race fans, astonishing. For info call 612/450-0652 or 870-9908.

3-B Lightning has just taken on a new rider, Marty Hart out of Louisiana. Hart will join the likes of Steve Wright and co-sponsored Mike Chester, who is sponsored by Honda.

Honda mounted Curtis Sparks, who helped bring home the number two ATC in the Baja 1000, found out a week after the 1000 that he had cracked a rib. "I didn't think anything about it, my body hurt all over for a week, I just thought I had pulled a muscle, but after having it checked, it was cracked."

3-B Lightning is coming out with a 100cc race kit for the Tri-Motos. Steve Wright has been doing the testing for quite some time now and as he puts it, "It's ready, I can't believe how fast the motor is."It will come in two stages; Complete kit, which has a 100cc YZ topend, along with a 36mm Lectron carb and a 3-B pipe. The complete top end will bolt right on your existing bottom end. The second kit will consist of taking your old Tri-Moto barrel and re-sleeving it down to a 100cc. 3-B will supply the piston, rings plus machine your head. "It's just a bore down kit. This allows you to run — say in the 115cc class," comments Talley. Boost bottle kits are now out for the YT175 Tri-Moto. The bottle will pick up bottom end along with mid range, they're the same bottle that the Yamaha factory YZ motorcycle use.

Keith Reeves of American Honda and one of the main men responsible for getting the Odyssey and three-wheel program off the ground, has been promoted. Reeves will now head up Honda's new sports program, which will consist of motocross, enduro and, of course, the Odyseey and three-wheelers. Congrats Keith.

In the Nov. 9th issue of *Time* magazine, a full page article was devoted to Three-Wheelin'. Senior Editor Michael Demarest let the entire world know that Three-Wheelin' has cut a large path into the off-road recreation scene. With such highpower magazine coverage such as *Time*, people may begin to realize what we already know, they're a blast. It should only be a matter of time before the "All American-Family" has not only two cars, but two ATVs also.

Questions have been asked as to where you can get the larger desert gas tanks that the factory guys are running on their ATCs. Anyone interested in obtaining the larger tank, can contact Wes McCoy at American Honda, 213/321-8680.

After a major win, such as the Baja 1000, questions always come up. What did you do to the motor? What gearing did you run? Wax, Sundahl and Chester can only attest to the fact that their Three-Wheeler motor was completely stock. "They ran Castrol R Oil 20:1. Gearing, 14 counter, 40 rear. The bike was also run on Union 76 Super, gas. The only other changes, were personal touches, such as a Terry Kit for the forks, the rear shock was changed. All little stuff, as far as the motor, it was left stock. A race of this type, constantly running the engine hard for 802 miles, it's best to leave the motor stock for dependability," commented Team Honda's Wes McCoy.

Even though the Midwest ATV Championship race did not come off, qualifying did, Oct. 28-29 some qualifying and heat races were run. Eddie Brown, out of Nice, CA, took his Hillside Honda 250R water-cooled Odyssey to the top qualifying position in the A Modified class and also the B Modified class (which was open to bore and stroke, but had to have a Odyssey lower end).

A lot of people are getting the wrong idea about the so called "Factory Honda Riders," commented Wes McCoy, Honda's ATCs' version of the Shell answer man. "We (Honda) give each one of our riders two three-wheelers. One to race and one to practice on. In fact, we give all of it to them in a crate. They put them together, have the motors done, everything. Each one of our riders are different, they have certain likes and dislikes. Sundahl has DG do work on his bike, while Wax has Martin Specialties put the holes in his. Sparks does all his work on his own. Sparks has his own shop in La Mont, CA." For any one out there who is looking for a shop that can turn out fast motors, give Curtis a call at ATC Performance Factory, 805/845-3440 or write 8912 Lilly, La Mont, CA. "We do nothing else, we just make sure they have everything they need."

If you haven't heard yet, American Honda along with Coyote Racing is putting on the first ever Northwest challenge and Kingdome Qualifier on Dec. 6th in Seattle, WA. The race is open to everyone on three-wheels and Odysseys. The course will be one mile long, with a sand surface, and plenty of passing room. No other races will be held that weekend, just ATVs. The top finishers in each class will return Feb. 13-14 for the final, along with "The Kingdome Supercross." For more info call 206/426-8090.

"If there is a real *That's Incredible* then it should be focused on the Three-Wheelers that finished the Baja 1000," commented Sal fish, the man behind SCORE. "There was so much enthusiasm around the starting grid, just watching these guys got people pumped. When they finished that race I couldn't believe it, they're great competitors, they have paid their dues. I know we will see them in Parker, they don't have to take a back seat to anyone." The Parker 400 is set for Feb. 5-7, 1982 and there will be a limted number of entries, only 400. If you wish to get more info on the Parker, please call SCORE at 213/889-9216.

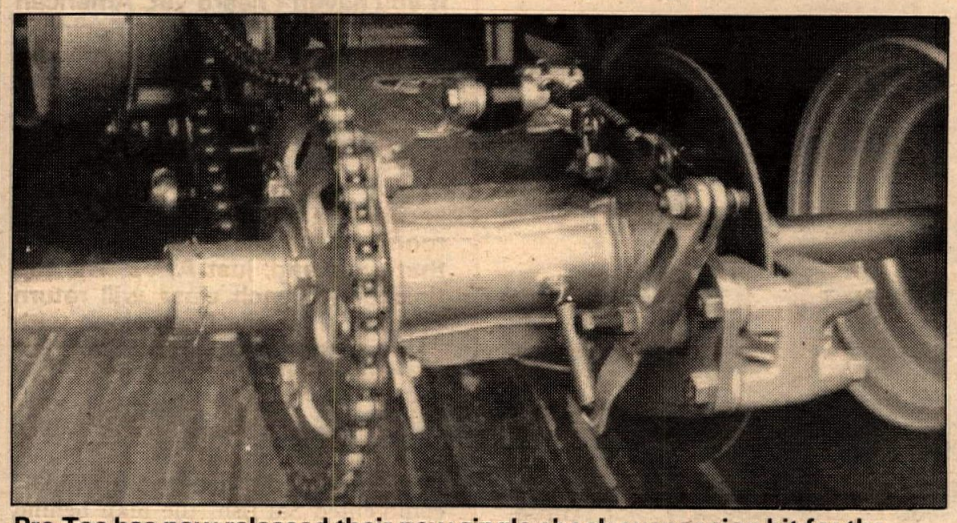
Right before the presses ran, *ATV News* found out that WFO had acquired the rights and mold to build the 3.3-gallon desert tank that the Honda factory ATC team used to win the Baja 1000. The "Baja" tank holds approximately one gallon more than the stock tank, which puts you quite a bit further ahead of the competition when it comes to pit stops. For more info call WFO at 714/964-1192.

Attention Pismo Beach users! There are efforts currently underway that, if successful, could reduce OHV use in the area to virtually nothing. Here's what's happened so far: As required by the California Coastal Act, San Luis Obsipo county passed its Local Coastal Plan. Under this LCP, all of the beach area would be closed to OHV use, the staging and camping areas would be relocated to the remote Oso Flaco Lake, camping would be reduced to 100 units, and the popular entrance to the dunes through the town of Pismo Beach would be closed. Almost all of the Pismo Beach area and the popular dunes are owned by the California Department of Parks and Recreation, which used Off-Highway Vehicle Fund ("Green Stickie") to pay for it and Parks & Recreation intends to make a State Vehicle Recreation area out of it. Our sources tell us that the San Luis Obispo plan is an attempt to literally blackmail Parks & Rec into forming a management plan suitable to a select few on the County Board of Supervisors, ignoring the fact that it's a *state* park. Currently, the LCP is being submitted to the California Coastal Commission, which will take public input and then make a decision to approve or disapprove the LCP. You can let them know by writing with your opinion to: Mike Fisher, California Coastal Commission, 631 Howard St., San Francisco, CA 94150. Late word out of Sacramento is that State Assemblywoman Carol Hallett's office has been meeting with

the Parks & Rec folks, urging hard for a solution favorable to off-roaders.

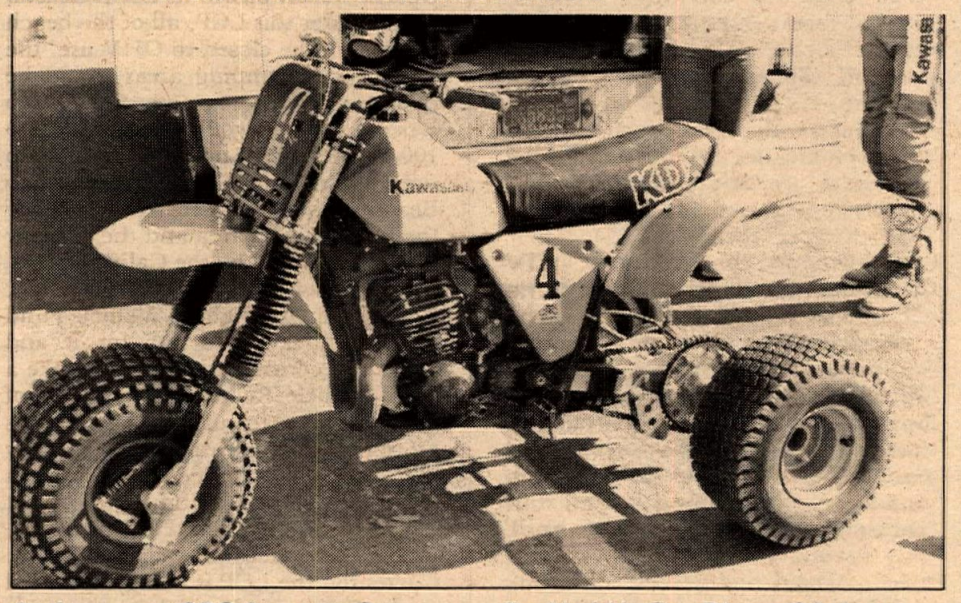
While preparing for the Baja de Saddleback Off-Road Championship Sat., Nov. 21, Mike Chester of Team Honda seized his motor up. Teammate Curtis Sparks brought down not only his ATC185s to race but a new ATC250R to break in. Sparks realized Chester's problem and turned over his bike. Chester never having ridden the bike before, jumped on to take a fourth in the 201-250cc class. Now that's what I call a break in period.

Honda's Dean Sundahl showed up at Saddleback Park with a new DG swingarm on his ATC250R. Sundahl commented, "The swingarm worked very well, in fact it handled the rough stuff better than I thought, it worked great." Something worked good as Sundahl took top honors in the 201-250cc class at the Baja de Saddleback Championship Nov. 21.



Pro-Tec has now released their new single shock suspension kit for the Yamaha Tri-Motos. Some of the features this little model delivers is: improved handling, four and a half inches of wheel travel, five way adjustable single shock, bearings for easy pivot. Also what makes this unit so nice is, it's a bolt on, no muss, no fuss. Kit includes: alloy swingarm, bearings, pivot bolt, shock. All hardware is included. For more info call 714/738-0631 or 213/697-6759. You can also write Pro-Tec, 282 Gemini, Brea, CA 92621.

Husqvarna introduced their first off three-wheeler at their recent '82 model preview in Sunnymead, CA, Nov. 14th. This, however, is not a production model, but it gives us an idea as to the involvement Husky is starting to put forth. "We're very excited about the three-wheel market and look forward to the '82 season," commented Mark Blackwell.



At the recent CRC Amateur Supercross final held in San Diego, CA, Lee Rodgers, Test Supervisor for Kawasaki, showed up on a very special KDX three-wheeler 2-cycle. The KDX was sporting their own Uni-Trak rear end with nine inches of travel. Rodgers not only made a good showing but placed second behind "Wax" in the 201-250cc class. Rodgers designed, built and even tested the Kawasaki to come up with a very competitive unit. Other sources say that the KDX (which is an enduro style motor and front end), will be released sometime in early fall of '82, which will make it an '83 model also labeled a KXT.

Rocky Specializes

Well, here it is, just as I promised last month . . . Rocky's new TRI-MOTO cap. Just squint your eyes and get a load of all those colors . . . a full color TRI-MOTO, followed by a rainbow, on a yellow cap. AMAZING! Rocky also has some sharp ATC caps and shirts, and a great new TRI-MOTO baseball-type shirt. So hurry on down to your local accessory shop or new bike dealer and get yourself some new duds from Rocky.
(P/N 09-3376 TRI-MOTO cap)

ROCKY

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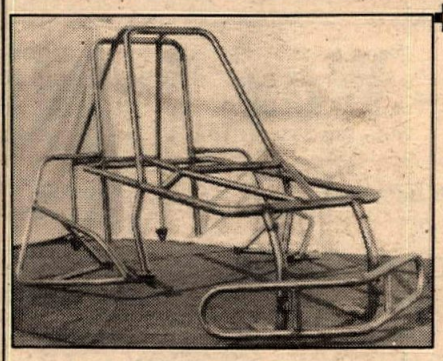

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(Clockwise from left) Jeff Barnes blasts through the Mike's Sky Ranch river crossing, only to drown out moments later. Tracey Dickson helped bring home third for ***3 Wheeling.*** Rex Staten was early DNF. (Right) Curtis Sparks netted Team Honda a second.

History made - Wax, Sundahl, Chester Conquer the 1,000

By Lance Bryson
Photo by Dale Brown and Lance Bryson

ENSENADA, B.C. N, MEXICO, NOV. 6-7

Mark "Wax" Weixeldorfer, Dean Sundahl and Mike Chester laid to rest the laughter and remarks voiced to them earlier, as they crossed the SCORE/Pernod Baja 1000 finish line

in history making time, ET 24:52:22.51.

Team Honda's second-placing team rider, Curtis Sparks, remarked, "It was really funny, all day Thursday as I was pre-running the course people kept telling us we would never make it, the course was too tough for three wheelers."

A total of six three-wheelers entered the Baja 1000; the grueling desert, however, took its toll on three, the remaining three made their mark in the history books.

The course was strung out over 805 miles of the toughest terrain Mother Nature could come up with. Team Honda had two three-wheel entries: Mark Weixeldorfer, Dean Sundahl and Mike Chester. Honda's second entry was Curtis Sparks, Wes Arnold and Tom Gildea. *3-Wheeling* magazine had the other three-wheeler entry that finished with Harry McDermott, Mike Coe and Tracey Dickson.

The course started in Ensenada and went down to El Rayo, Valle de Trinidad and on up to Mike's Sky Ranch. From there it turned southwest to Camalu where it turned south to Rancho Santa Ines. From there the course turned west and headed toward Punta Blanca, heading then north to Punta Prieta.

After Punta Prieta, the course went north through El Crucero, then up to San Felipe, Diablo Dry Lake, then on to San Matais, through Valle de Trinidad and on to the finish, back to Ensenada.

By the second check point, Mike's Sky Ranch, Wax wheeled in wanting to know, "How far is the other three-wheeler ahead of me?" Honda's race coordinator, Wes McCoy, explained, "What other three-wheeler? You're the only one that's come across here yet." Wax yelled with excitement as he left the pit area, yelling back, "Sparks went off a cliff but he's okay," and then took off. Thirty seconds later Sparks wheeled in. "I went off a cliff but everything's all right." Sparks gassed and took off, not a minute and a half had gone by before Tracy Dickson wheeled in, gassed up and took off. The three of them had made good time by the second check point as they had passed nearly every Class 10 and Class 11 car.

Wax wheeled in 45 minutes ahead of Sparks in Santa Maria, gassed and left. Gildea, however, took over from Sparks at that point. Dickson, who had stuck his motor, wheeled into Santa Maria in back of a pickup. Sparks completely overhauled Dickson's motor and got him on his way again. Wax and Dickson, unlike the Arnold/Sparks/Gildea team, didn't change riders until Santa Ines. After Santa Ines, Dean Sundahl had probably the toughest sections of the course, the silt beds, and later the Three Sisters, but worst of all it was all in the dark. "The only major problem was in the silt beds," replied Sundahl, who had the second leg of the 802 miles. "I couldn't see five feet in front of me. I just left it in first gear for almost 10 miles. I never passed so many cars at one time. I was so pumped that whenever I went by a couple of guys standing by their cars, I would wave. The ruts were unreal, up to four feet deep in some places. A couple of times I had to get completely off my bike and push my way out. It was crazy but I didn't have any problems at all. Well, I had one problem; that's when I first took off I got about two miles out of town when my lights went completely on the blink. I mean, they went off for about two minutes. I couldn't see where I was going. I stopped and messed with them for a minute then they came back on. When I got to the next pit they fixed the problem. It must have been something in the wiring — but the lights, they were great. They turned night into day."

Chester, riding the third shift, wheeled into the San Matais Pass at approximately 8:30, Saturday morning, yelling excitedly that, "The bike is a bullet, no trouble, things couldn't be better. Hurry up, gas me up, get me going." By 12:30 another ATC could be heard off in the distance. As they came into sight,

there were two, Wes Arnold, who relieved Gildea, was in front of Harry McDermott, who had relieved Coe. The ruling for two riders in the same pitstop at the same time, first come, first serve, so it was a drag race for the gas can. Arnold slid in first, a half a bike ahead of McDermott. Arnold jumped off, and Sparks jumped on, for his second run of the race. After Sparks took off, McDermott was right behind him with about 30 seconds between the two after he gassed.

Back at the finish, Mike Chester brought the winning three-wheeler to a sliding stop with an ET of 24:52:24.51. Honda's second team came home with an ET of 28:47:53.65. *3-Wheeling* magazine's entry crossed the line in 29:13:47.41.

"It was so unreal," said Chester, "coming into town, people yelling, waving, nobody could believe we had done it. Right before I crossed the line I dropped it down two gears and rode the rear wheels across the finish line. It blew everybody away, including Sal Fish."

Sparks, on the other hand, commented, "I had about three to four minutes on Wax going into the first check at the beginning of the race when about 10 miles out, I hit a rock in the sand wash and bent my wheel. By the time I got to check one and changed it, Wax pulled in, gassed up and took off. He had about 15 seconds on me before I left. I caught up to him, passed by, then I backed off, so we could ride side by side. It was really pretty neat, but just outside of Mike's Sky Ranch I went off a cliff trying to get around a car. I knew I could catch Wax because I had more horsepower. I think I pulled in 30 seconds behind him at check two which was Mike's Sky Ranch. On my way to Camalu I was on the gas trying to catch Wax when I went off another cliff. Tracey Dickson stopped to help me. We must have tried for about 15 to 20 minutes until we were both exhausted and then he had to leave." Asked if Wax saw him, Sparks replied, "Yeah, he did, but he was racing. That son of a gun, If I knew he was going to be like that, I wouldn't have played with him earlier. I finally got it out of the ditch and I'll tell you, I've never been so tired in my whole life. I was completely exhausted."

From the reaction of the motorcycle and the car drivers alike, the three-wheelers have paid their dues. No longer will they be laughed at, but welcomed in any off-road race.

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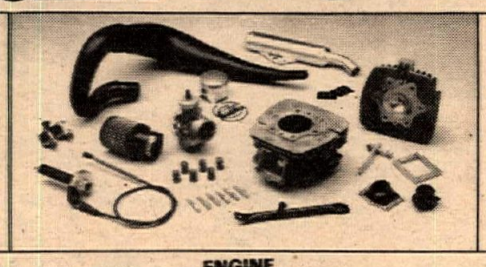

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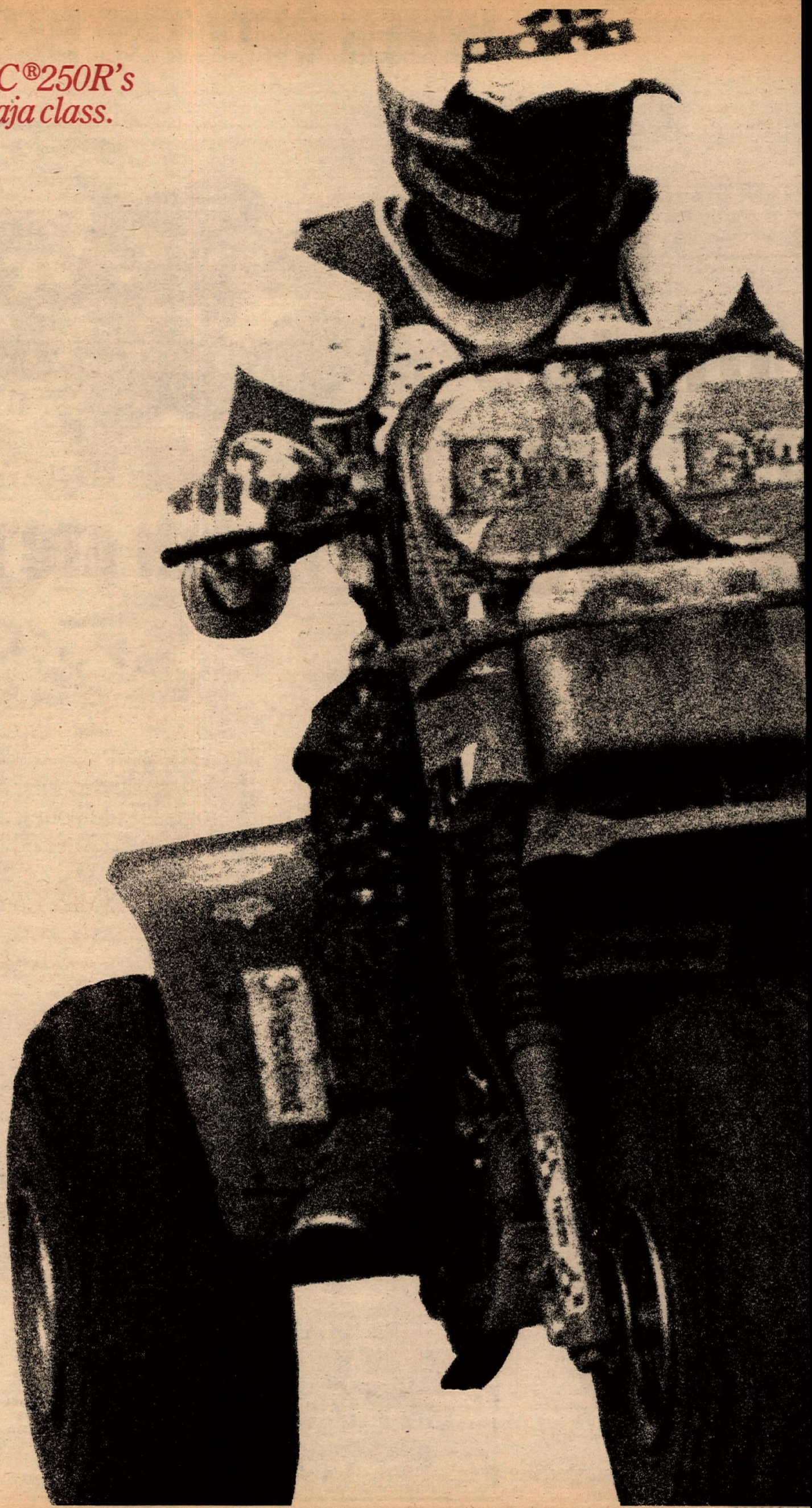

For the Honda ATC®, the toughest competition in the Baja 1000 was the Baja 1000.

Eight hundred and five miles of dirt, rocks and cactus. The toughest Baja course ever laid out by the organizers. The ultimate test of man and machine.

A test so tough that only 84 of over 300 vehicles entered even finished.

Three of those vehicles were Honda ATC®250R's.

The Team Honda machine ridden by Mark Weixeldorfer, Dean Sundahl and Mike Chester hammered its way to first in class in 24 hours, 52 minutes and 22.51 seconds. Second was the Team Honda ATC®250R ridden by Wes Arnold, Curtis Sparks and Tom Gildea. Third? Yet another ATC®250R, ridden by privateers Harry McDermott, Tracey Dickson and Mike Coe.

Now with all these Hondas doing so well against the Baja, you're probably wondering what happened to everybody else's three-wheelers.

So were we. But the answer's simple.

They didn't make it to the finish line. Because they didn't even make it to the starting line.

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IT'LL WHOOP-DE-DO WHEN

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(Top) Mike Chester led his class before a waterhole put him to fourth. (Above) The three-wheelers put on a show. (Below left) The waterhole section claimed many a victim. (Right) Can you tell me the way to San Jose? (Bottom) This guy was serious.

Haase, Hale top AME Mini Baja

By Ron Kelley
VALENCIA, CA, NOV. 15

Dust, sand, water, mud and time took its toll in the first American Motocross Enterprises Mini Baja at Indian Dunes. Nov. 15. Odysseys and ATVs came from throughout California to

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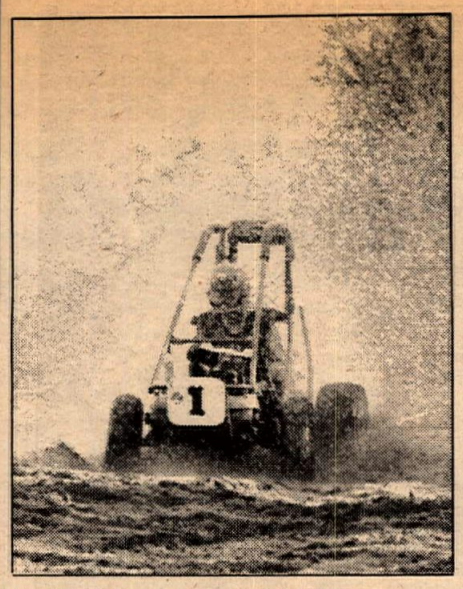

Indian Dunes proved to be one tough track.

enter the two grueling two and a half hour races on a new two and a half mile course.

There were four water crossings, a tight bridge crossing, long straights, pit stops and driver changes to contend with. The long, fast track and time led to many "DNF" in both events.

At 9:45 a.m. the green flag dropped to a field of 41 Odysseys. After two and a half hours only 21 were left to take the checkered flag, 12 of these were class one, stock. First overall went to Brett and Mike Ouimette from Westlake, CA., second went to Steve Kramer, third went to Dan Peters, while fourth went to Mark Schuster and Bob Campbell. Helmets "OFF" to those who drove the two and a half hours in an Odyssey with no co-driver.

At 1:30 p.m. the green flag dropped to a field of 45 three-wheelers, and 35 finished the two and a half hour event. The water crossings were taking their toll on many of the top riders who were not prepared for the deep water. First overall went to Ron Haase and Nick Hale on an ATC250R, second went to Bruce Hanson and Jeff Christensen on a ATC250R, third to Bruce Carlson and Rick Bean on an ATC250R, and fourth went to Tony Horst on an ATC250R.

Helmets "OFF" to the guy who landed upside down in the middle of the river with his ATC185S and Doug Cwaik, who broke his wrist 13 minutes into the race and kept going with one hand to finish 29th overall and 16th in his class. *ATV*

Results

ODYSSEY CLASS

CLASS 1 SPORTSMAN: 1. Brett & Mike Ouimette; 2. Steve Kramer; 3. Jeff Datin; 4. Dennis Shaw; 5. Keith Brown; 6. Jack Yowell; 7. Jerry Bogna; 8. Rob Reidman; 9. Mike Downs; 10. Rusty Robinson; 11. Dick Kilburn; 12. Brian & Chuck Keuwitch.

CLASS 2 SPORTSMAN: 1. Dan Peters; 2. Mark Schuster & Bob Campbell; 3. Gary Strong; 4. Steve Grier.

CLASS 3 SPORTSMAN: 1. Bret Jones; 2. Robert Cortes; 3. DNFs.

CLASS 5 SPORTSMAN: 1. Mike Sullivan & Dan Underwood; 2. DNF

CLASS 1 PRO: 1. Rick Sauers & Brett Leckich; 2. Rick Martin; 6 DNFs

CLASS 2 PRO: 1. DNF

THREE-WHEEL

CLASS 1 SPORTSMAN: 1. Steve Brett & Adrian Martinez

CLASS 2 SPORTSMAN: 1. Machel McFarlane; 2. Kevin Shimasaki; 3. Greg Menzie; 4. DeWayne Ray; 5. Brian Ragsdale & Jeff Keblor; 6. Curtis McDowell.

CLASS 3 SPORTSMAN: 1. Bruce Hanson & Jeff Christensen; 2. Bruce Carlson & Rick Bean; 3. Tony Horst; 4. Fred Guillette & John Caper; 5. Tim Burhoe & Mark Hullard; 6. Les Kaneshiro; 7. Mike Tarter & Bruce Felker; 8. David McNealy & Mike McNealy; 9. Craig Crawford & Mike Darragh; 10. Cameron Davidson & Ken Maler; 11. Dannis Nakauchi; 12. Mike Perry; 13. Jim Burchard & Mark Brown; 14. Brian Mole; 15. Dennis Botsco & James Shoemaker; 16. Doug Cwaik; 17. Glen Elliott; 18. Greg Thurmond; 1 DNF.

CLASS 4 SPORTSMAN: 1 DNF.

CLASS 5 SPORTSMAN: 1. John Caudle; 2. Bob Bolton & Tim Price.

CLASS 6 SPORTSMAN: 1. Les Kaneshiro & MIke Ishida; 2. Jack Gushoe; 3. Bret Callicott; 4 DNFs.

CLASS 7 SPORTSMAN: 1 DNF.

CLASS 1 PRO: 1. Mike Schexnyder & John Caudle.

CLASS 2 PRO: 1. Ron Haase & Nick Hale; 2. Wes Arnold & Fred Wing; 3. Dave Stanley; 4. Mike Chester; 1 DNF.

CLASS 3 PRO: 1. Barney Johnson & Tony DePhilips.

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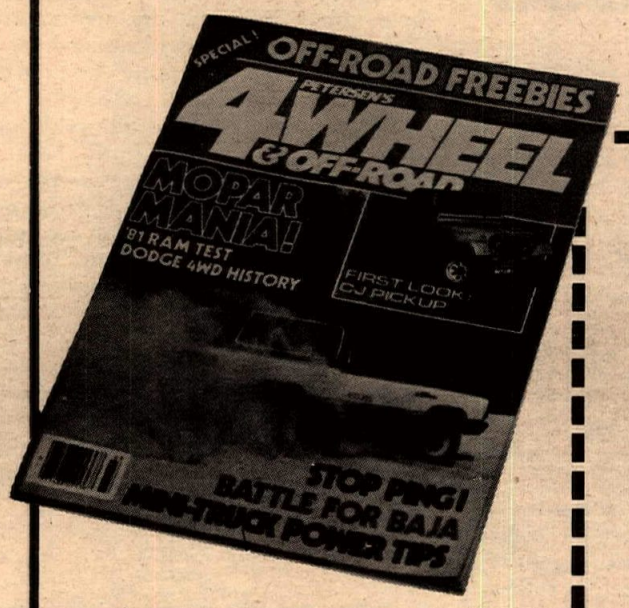

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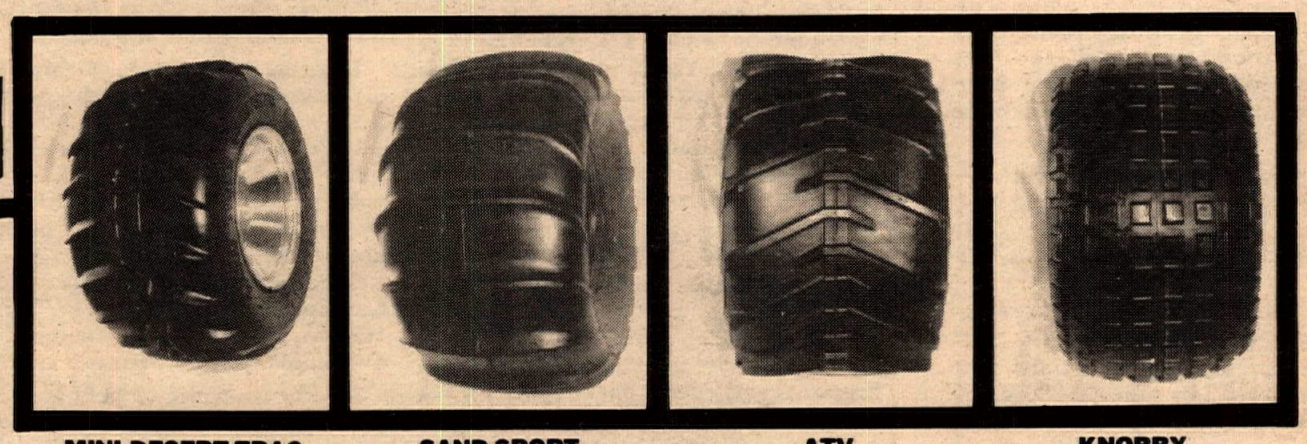

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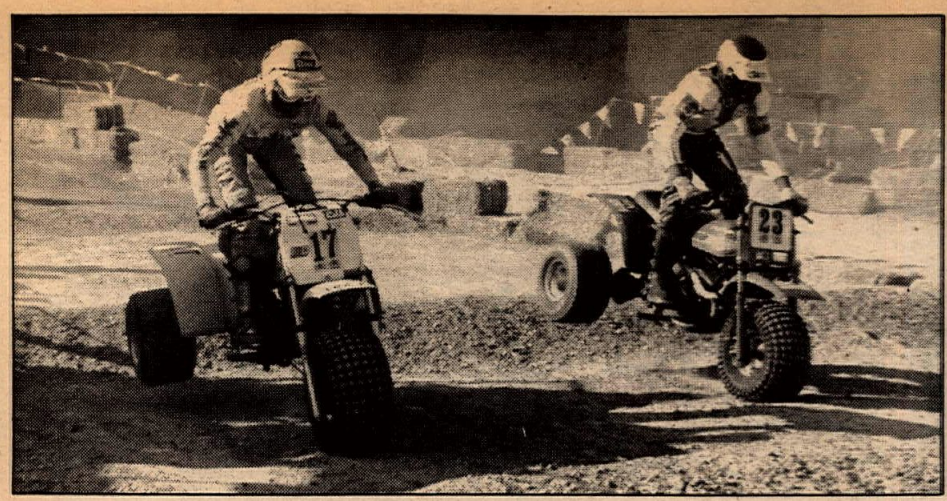

(Top) Curtis Sparks (23) got a win, but Steve Wright (17) took the overall. (Below) Even though the track had been changed, it was still tough.

As the 201-250cc class blasted off, it was Honda-mounted Dean Sundahl (10) taking the early lead. Mark Weixeldorfer (9), however, took the overall.

CRC Amateur Supercross

Yamaha, Honda split first supercross

By Lance Bryson

SAN DIEGO, CA, NOV. 15

Yamaha-mounted Steve Wright put in a consistent 2-2 finish while Honda-mounted Mark "Wax" Weixeldorfer's 1-1 finish netted them the top honors in the first three-wheeler race

at the California Racing Club Amateur Supercross, taking the 0-200cc class and the 201-250cc class respectively at San Diego Jack Murphy Stadium.

With the final AMA Supercross event of the year held the night before, some 650 amateurs plus three-wheelers showed up Sunday morning to find the track had been changed, without doubt for the better. The track still retained its somewhat U shape with most of the jumps being lowered with more of a round shape at the top. The "stutter step" jumps, which had been 16 in number the night before, were reduced to a total of five.

All had safety in mind; however, the three-wheelers still had their share of problems. The three-wheeler program had two classes, 0-200cc and the 201-250cc.

With a total of 19 riders, CRC combined the two classes with the 201-250cc class jumping out of the gate first followed by the 0-200cc 30 seconds later. Weixeldorfer and Dean Sundahl, also on a Honda, jumped out of the gate side by side. Going into turn one, "Wax" left the gas on a little bit longer to insure first place would be his while Sundahl slotted into second position.

For the most part, things stayed the same until the closing two laps when this green thing started to close in on Sundahl. This so called "Green Thing" happened to be a prototype KDX250 Kawasaki three-wheeler designed and ridden by Lee Rodgers.

As the white flag came out, "Wax" had pulled a good lead over Sundahl and Rodgers; Rodgers started his push on Sundahl who got out of control a little bit in the junk and hit a hay bale. That was all Rodgers needed to get by. Sundahl did regain control to follow "Wax" and Rodgers in for third.

It was a pair of Yamahas who holeshot the 0-200cc class — Tracey Dickson (Yam), sporting a water-cooled motor, while on the other hand Steve Wright (Yam) sported a 3-B Lightning air-cooled motor. Into turn one, it was Dickson and Wright side by side; Wright made a move to the inside, but Dickson had the smoother line, if there was such a thing. Wright had to settle for the number two position but had a strong hold on it.

Honda's Curtis Sparks, mounted on a 185s, battled with Tommy Gaian, also on a Honda, for third. Sparks took the number three position and set his sights and efforts on Wright. Two laps from the finish, Sparks killed his motor in turn three, letting almost the entire field go by. By the time he got going, Dickson, Wright and Gaian were far gone. At the finish it was Dickson, Wright, Gaian and Sparks after a two-lap, wide-open ride.

"In turn one, Dickson and I were side by side. Going into turn two, I went to the inside, and I thought I had it, but the bike popped out of gear. Most of the jumps have a lip at the top, and I guess my shift lever caught the lip and popped out. The track was a little on the tight side; other than that, it was neat," commented Wright.

As the gate for moto two dropped for the 201-250cc class, it saw factory Honda rider Sundahl blow out of the hole first followed by teammate "Wax". Rodgers, aboard his super go-fast Kawasaki with nine inches of travel, followed in third.

For the first four laps Sundahl had things going his way until "Wax" found a hole. On the last two laps, it was a back-and-forth battle between the two. With half a lap to go, Sundahl threw a chain, and "Wax" cruised in for the win. Rodgers was second, and Rodney Shedenttulm nailed down third.

"I really had to work my tail off out there," commented "Wax." "Sundahl really got a good holeshot on me. I was trying to pass him, but there was nowhere I could go. Then I caught him sleeping in one of the turns so I zapped him. I thought to myself, 'It is about time.' Next thing I knew, he went by me.

"It was fun fighting back and forth, but as the white flag came out he was in front. I was going to set him up when he threw a chain. As far as the track, I really like it; it is neat."

Rodgers commented, "I think CRC did a heck of a job building a track that was compatible for bikes and three-wheelers. I was concerned after seeing how rough the track was the night before, but the modifications they made last night made for an enjoyable track."

In moto two for the 0-200cc class, it was Sparks jumping out in front of Wright. Wright took the challenge and set his sights on Sparks.

In the meantime, a battle had developed between Dickson and Gaian. With two laps to go, it seemed Wright was content with second, as Gaian got by Dickson for third. Dickson commented, "I made one mistake and that's all it takes. I had trouble in the back section. It was really rough. Some guy stopped in one of the corners. Tommy hit him, and then I hit him, and both of our motors died. Tommy was lucky he got away first, and then I got going. I think if I had another lap, I could have gotten him.

"I thought the track was too rough. I was worried about my machine. I did not want to bust it all up. If they would have had money put up, I would have gone for it, but I just didn't want to take any chances of breaking the bike in half.

"In the first moto I got a good start and felt really good, but the second moto the track had dried out some, and when I nailed it at the start, the tires just spun on the gate. I thought it was a blast, though, it was really fun. They just need to round the top of the jumps a little bit."

Wright, on the other hand, commented, "Sparks is fast, and I wanted to catch him after he got the holeshot on me. I was only a couple bikelengths behind him going into turn one, and I started thinking to myself, 'Well, should I go for it and get side by side,' but then I started thinking I had the overall win as long as I stayed where I was. I wanted to get him, but then again, I didn't want to take any chances and blow the overall points."

"The second moto I knew I could win." Sparks said later, "The Nicholson frame was really working great. I put more air in the front forks, and that seemed to help quite a bit. I could hear Wright in back of me, but I wasn't really worried about it; I was just worring about getting over all the jumps and not killing my motor as I had done in the first moto. I didn't have a pull start on it today, and I think that hurt me like in the first moto when the motor died; I had to bump start it. If I would have had a pull start on it, I could have just started right away. I'll know next time I race a stadium race."

This being the first actual three-wheel stadium race for CRC, they did one heck of a good job. It is very hard to make a track compatible with motocycles and three-wheelers running on them. After all, it was their first attempt, and they made a good stab at it. We look forward to covering more. *ATV*

Results

0-200cc CLASS: 1. Steve Wright (Yam); 2. Curtis Sparks (Hon); 3. Tracey Dickson (Yam); 4. Tommy Gaian (Hon); 5. Mike Hallett (Hon).

201-250cc CLASS: 1. Mark Weixeldorfer (Hon); 2. Lee Rodgers (Kaw); 3. Rodney Shedenttulm (Hon); 4. Paul Woods (Hon); 5. Dean Sundahl (Hon).

Letters to the EDITOR

Glad to see your *ATV News* got off the ground — good luck. Thanks for the free offer, but where is the catch?

I'd like to see more East coast listings in your "Coming Events" section. For example, I know that Square Deal M.C. has three-wheel classes at their "Mud & Snow" series, only they have not listed their events. I wish they would; I have raced their three-wheel classes twice and have come away with two wins. You might guess I like their track.

I enjoyed your interview with Sal Fish; finally three-wheelers are being recognized for the serious race machine they are.

AL BROWN
Ithaca, NY

ATV News is the hottest paper to hit the South. It's the best of its kind. Keep up the good work.

R.D. Mills

I'm a former desert freak from San Diego, CA who was removed to the wild arctic tundra where a three-wheeler is much at home. I find *ATV News* very helpful in keeping up to date on what is happening down south in the heart of three-wheel land.

I would like to say, though, that if there ever was a better place to test a three-wheeler than California, it is here. I as yet have not had the opportunity to test ride my ATC200 with a ski and paddle tire but hope to this winter. Without these tires, the snow would be too soft and deep to dig through, but I still can ride river ice where then the snow gets blown away. Also, when it gets 10° below zero, the tires freeze which causes a flat hard spot that makes the tires feel square. It takes a kidney failure length of time to ride until the tires warm up and go round again. The tires must be well inflated with the machine lifted off the ground to keep them concentric (round).

Last year I quit riding at 30° below zero off and on for two months. We have these weird type of rocks up here; they are part of the tundra and hidden under the mat of lichens some hiding rocks in them. Riding on these is like riding a field of football-size rocks, it will make or brake any machine or man. Thanks for *ATV News*.

CAPT. FLAKY MARK STOCKDALE
Buckland, AK

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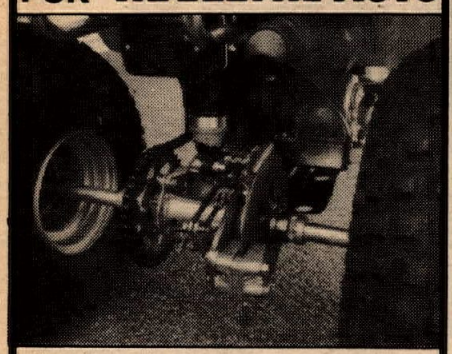

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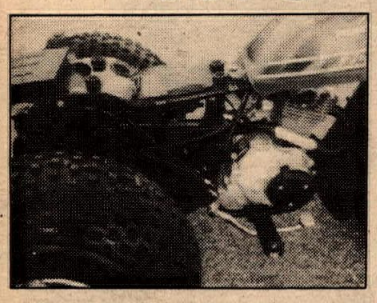

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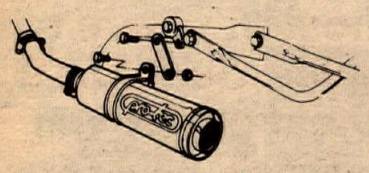

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(Top to bottom) Dean Sundahl had no trouble taking care of the 201-250cc class. Curt Sparks gets his much deserved reward as Sundahl waves on. Sparks not only topped his 200cc class, but placed fourth in the 250cc class as well.

Sparks, Sundahl repeat Baja de Saddleback wins

By Lance Bryson

IRVINE, CA, NOV. 22

Curtis Sparks put his finely tuned ATC185s not only in the number one position of the 0-200cc class, but Sparks also invaded the 201-250cc class to take an overall fourth place finish in the Baja de Saddleback championship. Honda's Dean Sundahl took the overall and 250cc win.

Much like the last Baja de Saddleback race held September 20, the course remained the same only this time the three-wheelers were not just treated as a halftime show, but as another welcomed Baja class.

Some 30 riders turned out to tackle the well prepared off-road course. Saddleback Park played host to three events this weekend, an AMA motocross, a CMC motocross, and of course the Baja de Saddleback champion-

ship. Some 15,000 spectators and racers alike attended this full program to witness some of California's heaviest action. Two divisions of three-wheelers were run — Class 31 which was 0-200cc and Class 30 which is 201-250cc.

As the flag dropped for the Class 30, Team Honda's Dean Sundahl jumped out in front followed by Baja 1000 teammates Mark "Wax" Weixeldorfer and Mike Chester with Brian Lunniss fourth, hugging the inside line.

Thirty seconds later the green flag dropped for the Class 31. Yamaha-mounted Tracey Dickson jumped out in front followed by Honda-mounted Tommy Gaian with Curtis Sparks and Tim Hoy in hot pursuit. With Dickson out in front, the three riders followed into turn one side by side.

By the end of lap one the field had spread out with Sundahl in the commanding lead of Class 30. Wax, however, was not far behind. Chester, who followed Wax, was on the gas on a borrowed bike. Wes Arnold moved to fourth with Bob Massari filling in the number five position. Yamaha-mounted Steve "Wound Too Tight" Wright, riding for 3-B Lightning, got off the line dead last, not seeing the flag drop.

Wright moved up to sixth position by lap three, however. Wright, who usually rides a YT175 Mono, had a new super trick 250 Tri-Mono with an '81 YZ motor bolted in. Wright was making his move on Massari when a new chain stretched too much and put him out. It was too bad; it looked as if Wright could have given the boys up front a real battle.

In the meantime, Sparks made his move to the front of the pack of Class 31. Dickson, who led the first three turns, started dropping back due to a flat front tire. Honda-mounted Sparks had his throttle pegged, not just to win his class but with his sights set on the 250s. Within three laps Sparks had moved to the number five spot in the 250cc class.

"I started in the second row of our class. As we went off the line I saw a hole and went for it. By the time I got to the 250cc class I felt really good. I didn't have any trouble until I got up front where I was battling with Mike Coe. I started coming up on him, I lost my concentration for a little bit and he got away from me. I hooked up again and started to reel him in when the checkered flag came out. I could have geared maybe just a tad higher for the straighaways but I'm happy."

Mike Coe out of San Diego held fourth position after Arnold dropped back a few spots. Chester, who was in third, also started to drop back. Mike had been sick the night before and it looked like it was taking effect on him. Coe moved to third while Sparks battled Chester for fourth. It didn't take long as Sparks went by.

As the white flag came out the pace seemed to pick up. Nobody wanted to lose his position at this point, especially Coe, who was mounted on a 250R, and was not about to let Sparks by on a 185s. As the checkers came out it was Sundahl taking the win followed by Wax, Coe, Sparks and Chester. "I found a hole right as we went off the line," commented Sundahl. "I felt Wax behind me but I had a pretty comfortable cushion. I bent my axle somehow and then my bars started to jump around in my hands. My hands started to get tired as Wax started to catch me. By the time the white flag came out I just gassed it. There was no way I was going to lose this one. The course was in excellent shape but this is also my favorite track. I guess that helps some, huh?" *ATV*

Results

CLASS 30: 1. Curtis Sparks; 2. Tom Gaian; 3. Jack Bass; 4. Tim Hoy.

CLASS 31: 1. Dean Sundahl; 2. Mark Weixeldorfer; 3. Michael Coe; 4. Mike Chester.

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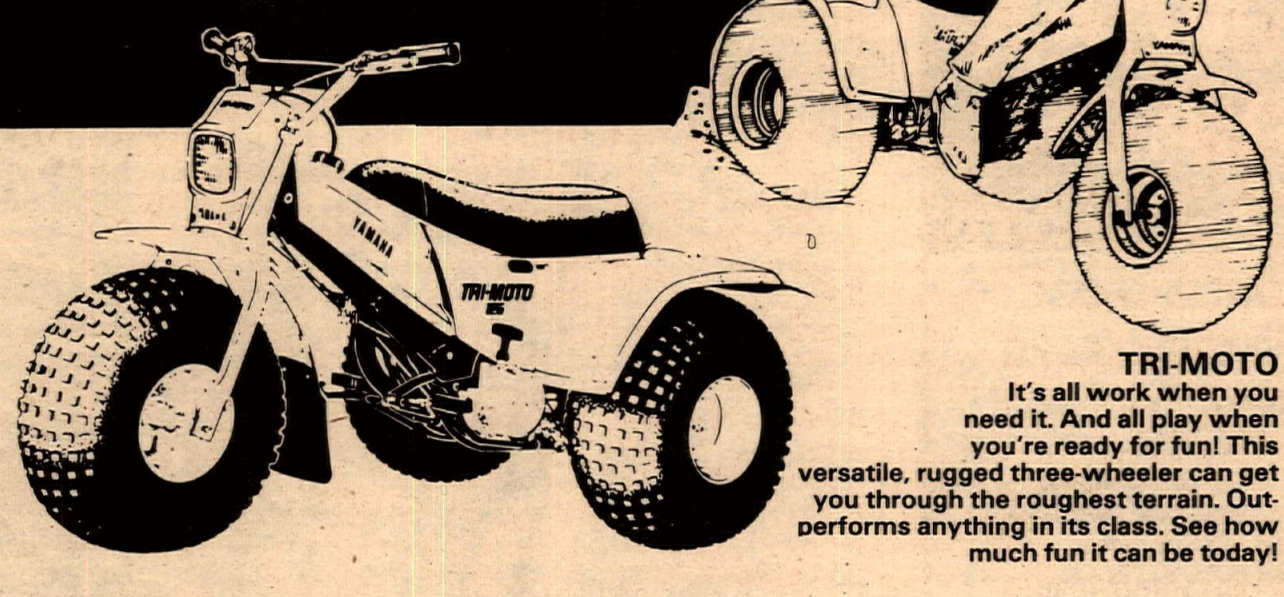

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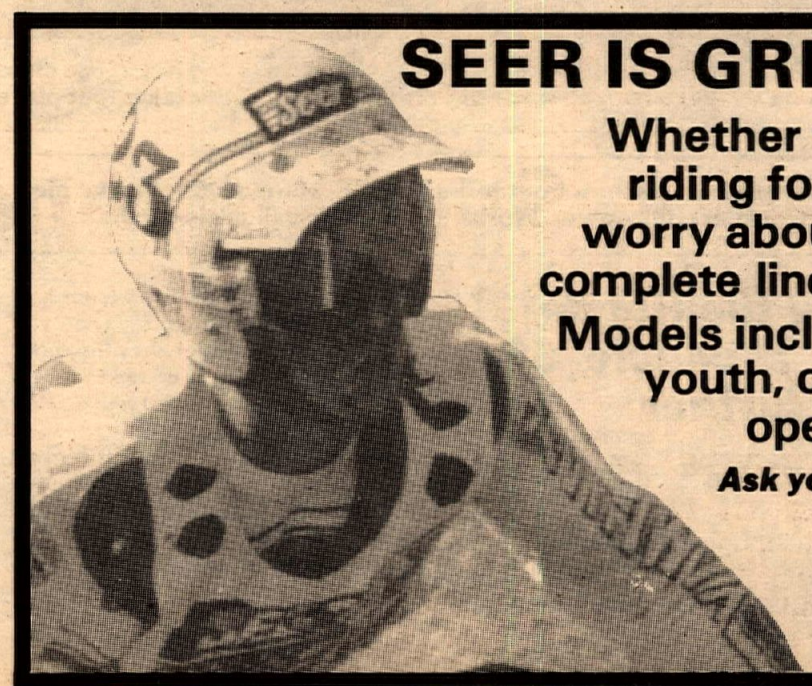

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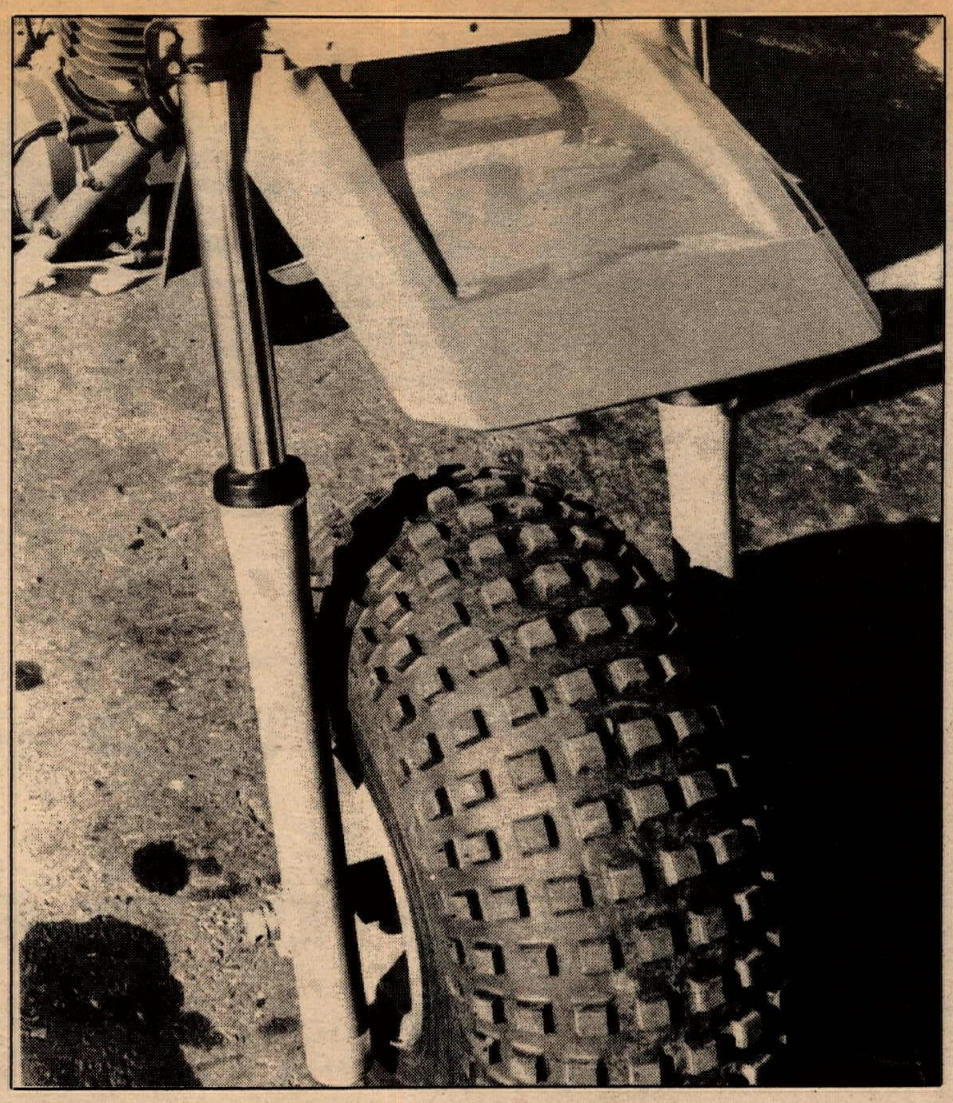

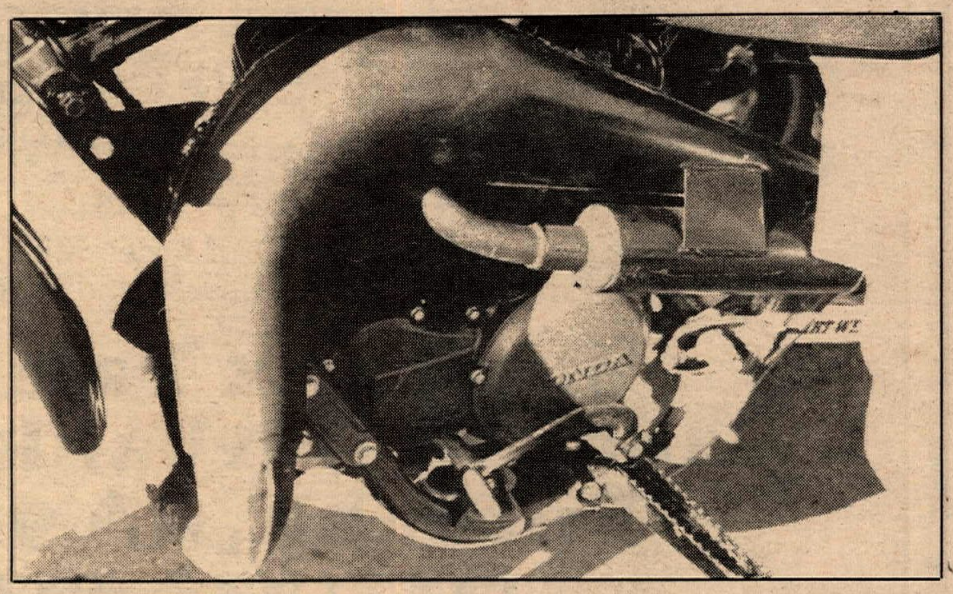

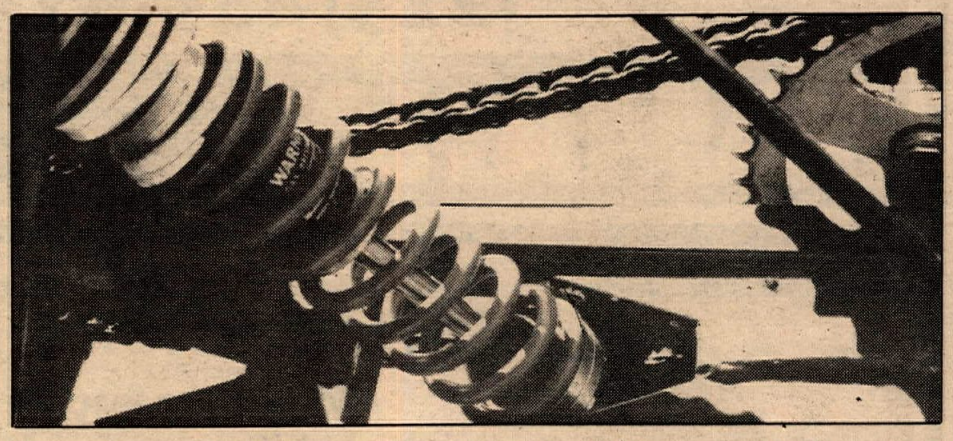

(Top to bottom) Simons 38mm front forks give 10" of travel. Dirt Werks pipe with built in muffler adds power. Works Performance shock is used.

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Taking the Honda 250R a couple of steps further

By Eddie Brown

Imagine just how great Honda felt knowing their ATC 250R had taken the three-wheeled market by storm. Their king had everything: the largest, most powerful engine; a manual clutch five-speed transmission; full suspension front and rear; and enough detailing that you wouldn't lose any sleep worrying about which part might fall off next. It was then and is now the best ATC ever mass-produced.

The funny thing is that for some people an otherwise excellent machine compromised for safety and cost reasons just isn't good enough. For Honda, their options were very limited, but it needn't remain that way forever. To get an idea of what can be done to build a very versatile high-performance ATC 250R, let's take a close look at this one from Dirt Werkes.

Since the stock front forks aren't the most rigid units to be found, Dirt Werkes opted to use 38mm Simon's with 10" of travel. With Simon's reputation for excellence, the only question was how to fit fork tubes 38mm in diameter into 30mm diameter holes. Simons did this by milling out the stock triple clamps and reinforcing the lower holes with steel rings heliarced into place. While it may look marginal, actual testing on an extremely rough whoop-dee-doo track showed this method to handle the stress with room to spare. Fork travel can be lessened by hydralocking (over-filling the fork legs with oil causing the oil to actually be under pressure and stop the fork compression). This allows the 250 to be used over a variety of tracks without needing any disassembly for geometry adjustments.

The rear end sports a series of individual cures which effectively blend together for a very comfortable ride. The most important change is using a Works Performance shock with its cooling reservoir. This simple bolt-on delivers much increased responsiveness and predictability over the stocker. The next major change is installing a Dirt Werkes chrome-moly swingarm, 4¼" longer than stock. With the increased rigidity of the swingarm, and the new shock's longer stroke, the axle now has over eight inches of travel to smooth out even the nastiest of courses. The last change is in widening the rear wheel track, either by using wheel spacers or a logner chrome-moly Duralube axle. While accomplishing the same width, the Duralube axle is by far the most reliable way to go considering how easily axles can be bent. Tire choice varies with Goodyear 21 x 11 — 8.00 knobbies getting the nod for off-road roosting.

As for the powerplant, the only really trick work is in the cylinder porting and milling. Dirt Werkes started out with the basics, first putting on one of their racing pipes with its built-in muffler. These are unique in that the noise level is easily acceptable without the added weight or bulk that comes with other secondary clamp-on mufflers. Next came the installation of a 38mm Mikuni Powerjet carb and a special manifold adapter kit. Inside the intake port lives a larger reed block with its fiber reeds. Air filtering is handed by a K & N. All things combined, this motor pulls from the very bottom all the way up, with no habitual clutch or shift lever fanning required. When pulling the one or two teeth more on the countershaft sprocket, short-shifting and third-gear stars were the rule and clutching justified only when photographers are clicking away in search of an awe-inspiring roost.

The last few items to go are the stock handlebars and lever operated throttle. In their places are chrome-moly Answer Products bars and a Whirlpull straight-pull throttle. If you look closely, you'll see that the throttle pulley is actually below the handlebar level. This positioning decreases the vulnerability of the housing in the event of an up-side-down endor landing, and allows the rider's forearm to protect the cable from snagging should close quarter racing get too enthusiastic.

So there it is: the ATC 250R that Honda engineers probably wanted to build before the cost analysts came into the picture. Its balanced approach allows it to be competitive at nearly any type of three-wheeled racing while being committed to none. And when you aren't racing, you can still ride off into the sunset without worrying about how you're going to get back. For more information, you can contact Dirt Werkes at 916/454-5311 or 8141 A Belvedere Avenue, Sacramento, CA 95826. ATV

Midwest ATV Championship update

By Lance Bryson

KNOXVILLE, IA, NOV. 3

Mother Nature did not cut any slack on the Midwest ATV Championship back in IA. By 7 p.m. today, the riders decided that the race would not come off with the conditions the way they were. A lot of riders had driven a long way to compete but now had to look only to the drive back home and to work.

Bob Morris, the President of the Midwest ATV Racing Assoc. does, however, deserve credit for his hard work that was put out. The track was laid out nicely and with the help of his crew they really had their stuff together when it came time to run. After all the problems it was great to see that most of the racers understood the problem and would look forward to next year... this time to be held sometime in late July or early September.

The results below are a combination of time trials and heat races that were run. *ATV*

Results

4-WHEEL MODIFIED A: 1. Eddie Brown; 2. Barry Magers; 3. Bill Super; 4. Greg Lloyd; 5. Chuck Le Sueur; 6. Robert McCullough; 7. Warren Garrett; 8. Tony Gulley; 9. Johnny Pierce; 10. Ted Winkle.

4-WHEEL MODIFIED B: 1. Eddie Brown; 2. Barry Magers; 3. Fred Teer; 4. Bill Super; 5. Randy Schoon.

4-WHEEL SUPER MODIFIED: 1. Fred Teer; 2. Butch Biddle; 3. Warren Garrett; 4. Barry Magers; 5. Bob Fullerton.

4-WHEEL STOCK: 1. Steve Morris; 2. Scott Garrett; 3. Lee Wright; 4. Scott Strothman; 5. Mel McReynolds.

4-WHEEL POWDER PUFF: 1. Lou Anne Pierce; 2. Sue Strothman; 3. Elisa Maris.

4-WHEEL JUNIORS: 1. Jackie Meadows.

3-WHEEL MODIFIED 125cc: 1. Jeff Stevenson; 2. Larry Phillippe; 3. Steve Wright; 4. Dan Lamey; 5. David Meadows.

3-WHEEL MODIFIED 245 & OVER: 1. Dean Sundahl; 2. Marty Hart; 3. Mark Weixeldorfer; 4. Scott Lester; 5. Dick Cool; 6. Bruce Unkrich; 7. Jimmy White; 8. Steve Wright; 9. Mike Logan; 10. Patrick Dresel.

3-WHEEL MODIFIED 70-124cc: 1. Dan Lamey; 2. Steve Wright; 3. Ken Stroud; 4. Kevin Gramling; 5. Randy Sobotka; 6. Daryl Schuller; 7. Robin Davis; 8. Craig Blosser; 9. Jeff Waterman; 10. Richard McDaniel.

3-WHEEL MODIFIED 130-245cc: 1. Rick Calendine; 2. Steve Wright; 3. Larry Phillippe; 4. Curtis Sparks; 5. Marty Hart; 6. Jeff Stevenson; 7. Bruce Sampson; 8. Ricky Martin; 9. Alan Ludwick; 10. Rob Adams.

3-WHEEL STOCK 70-123cc: 1. Craig Gramling; 2. Kevin Gramling; 3. Darrell Cottrell; 4. David Schuster; 5. Jim Brueggar.

3-WHEEL STOCK 125cc: 1. Larry Phillippe; 2. Lynn Paris; 3. Rob Adams; 4. Gilbert Galyean; 5. Stick McBroom.

3-WHEEL STOCK 130-245cc: 1. Terry Herink; 2. Rick Sexton; 3. Kerry Barton; 4. Patrick Suman; 5. Steve Wright.

3-WHEEL STOCK 245cc & OVER: 1. Jimmy White; 2. Bruce Unkrich; 3. Dick Cool; 4. Mike Morgan; 5. Willie VanZee.

3-WHEEL JUNIORS: 1. Heath Boedeker; 2. Tony Lasala; 3. Paul Dowl; 4. Robert Porter; 5. Ed Anderson.

3-WHEEL PEE WEES: 1. Chip Collins; 2. Jack Meadows; 3. Kenny Nation.

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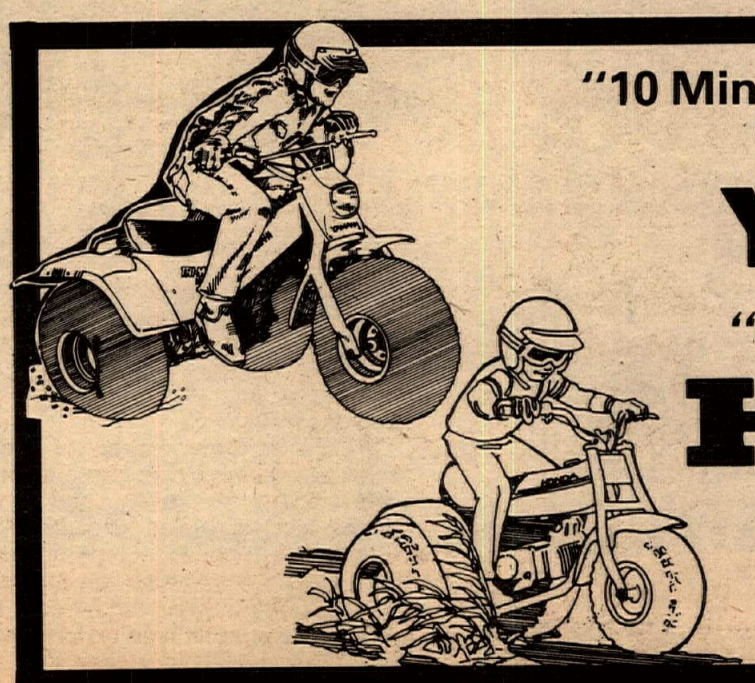

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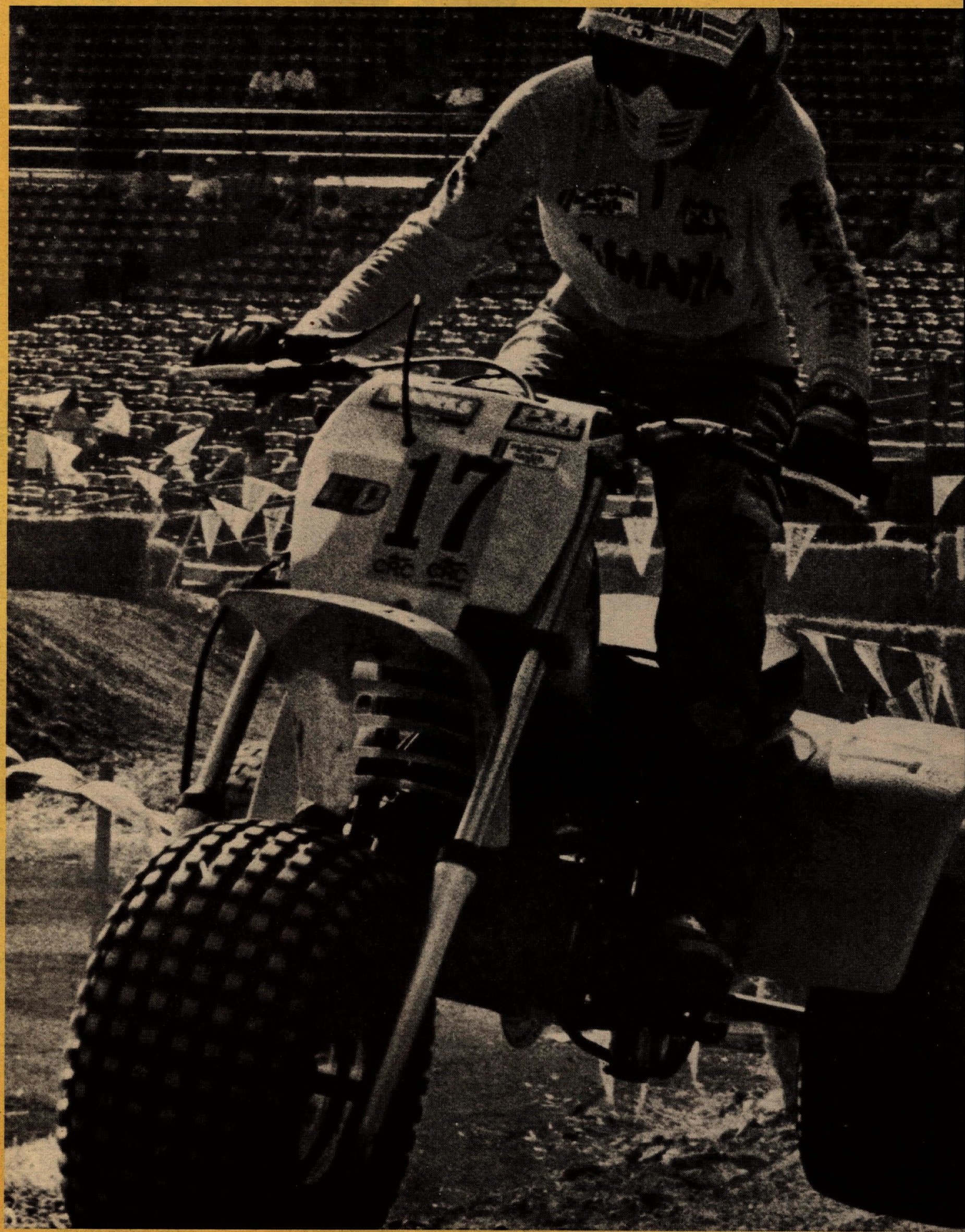
17

MAN DOES NOT WIN BY TWO WHEELS ALONE.

Especially when that man, Steve Wright in this case, rides a Yamaha Tri-Moto 175 in the California Racing Club Supercross.

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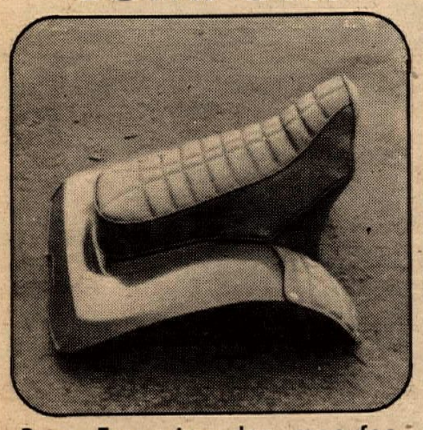

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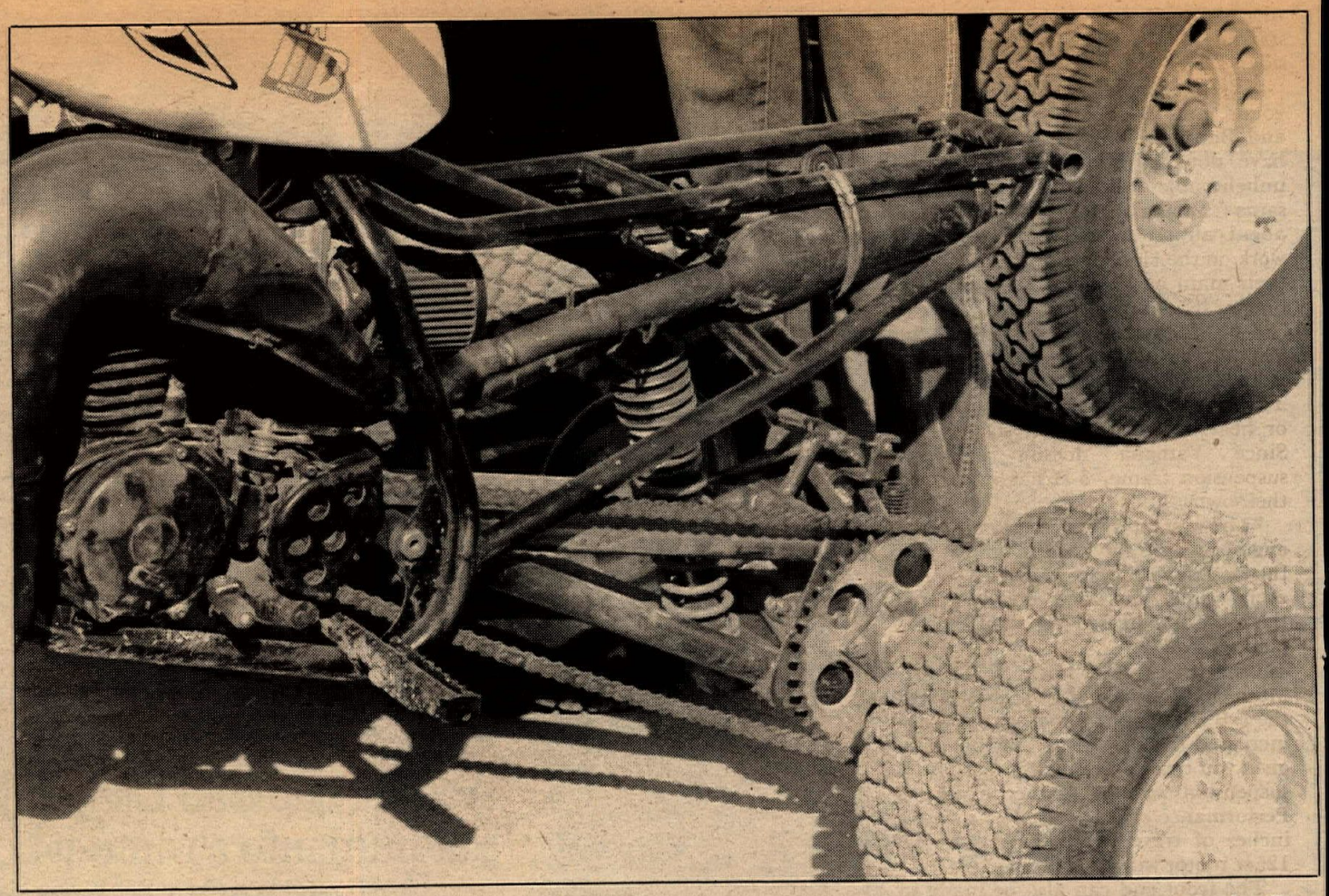
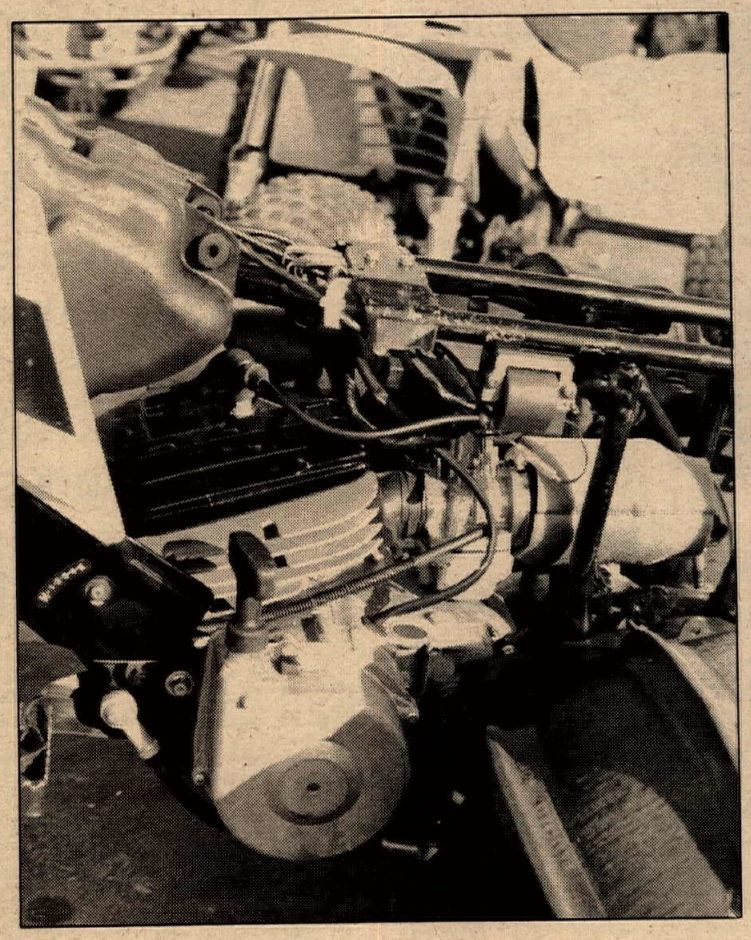
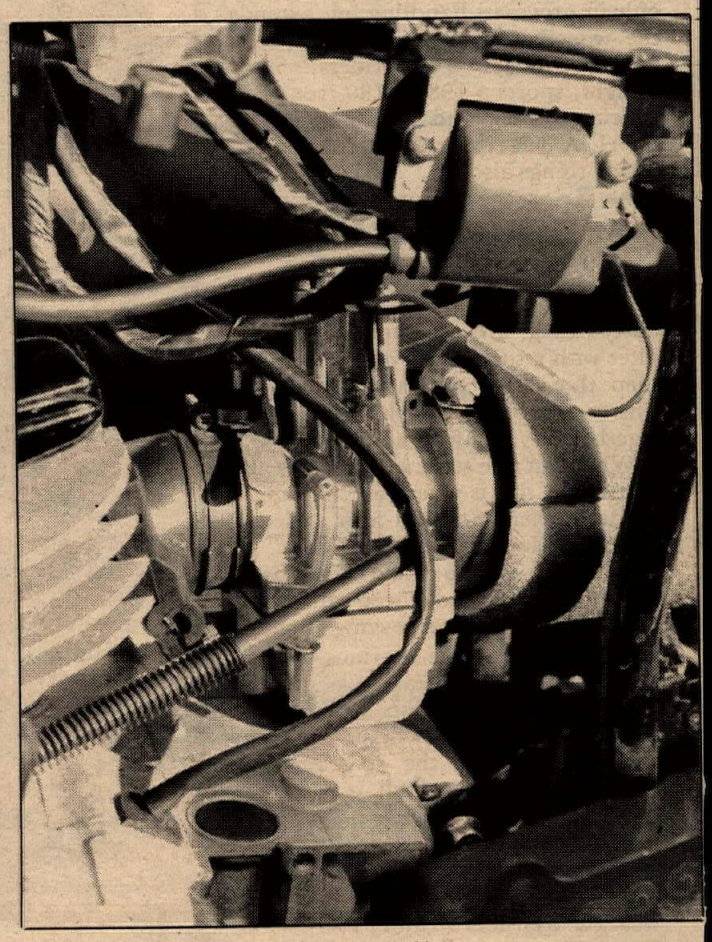
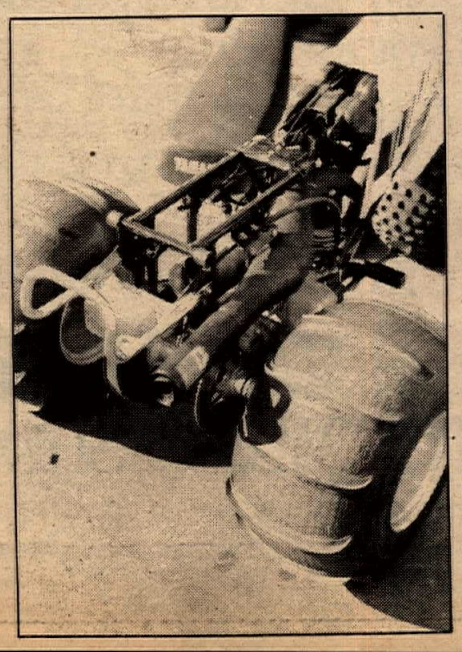


(Above) 3-B Lightning's suspension frame takes all you can dish out. (Below left to right) What can't be seen is the fine port work 3-B does. A closer look at the 36mm Lectron carb. (Bottom) 3-B pipe adds the final horsepower touch. (Note: 250cc engine pictured — 175cc not available for photos.)







Up-staging your YT 175cc Yamaha... 3-B style

By Lance Bryson

With the addition of the three-wheelers into the motorcycle industry, much is promised for the '82 season. Suspension seems to be the leading factor for next year, but engine modification is coming on strong with a lot of aftermarket goodies.

At this minute, Honda is in a commanding lead of the three-

wheel market. However, Yamaha is starting to make a move to pull alongside.

3-B Lightning is comprised of three young men: Broc Glover, Billy Talley and Bob "Ace" Willams. What they have done to the three-wheelers is unbelievable (oh yes, Glover is the same Yamaha factory rider you read about almost every week). They do work on the Hondas, but Yamahas are their main outlet. They're Yamaha's biggest shot in the arm.

3-B Lightning has taken the Yamaha YT 175 Tri-Moto and turned it into a very competive working unit. The biggest push in competive racing or heavy off-road use in suspension. Since Yamaha doesn't offer a suspension frame, 3-B has developed their own.

"The way the 175 is set up now, the engine sits too far back in the frame, thus causing the front wheel to lift every time you get on it hard, therefore not handling right," comments Talley.

Wheelbase on a stock 175cc Tri-Moto sits at about 46½ inches. With the 3-B Tri-Mono frame, wheelbase is increased to 50 inches. This not only gives you three extra inches, but also a suspension working frame. A Works Performance shock is used to give six inches of travel. By the way, a YT 125cc motor will also bolt in.

The front end can also be made to handle better b, turning the forks around, providing a leading instead of a trailing front axle. This change not only improves its handling but extends the wheelbase to cure those wheelie blues. One of 3-B's riders, Steve Wright, sports a 1980 YZ80 front end which gives six and a half inches of travel. A 3-B triple clamp is added to sturdy things also.

As far as the motor is concerned, several things can be done: A higher compression head is used along with a larger manifold. 3-B also endorses a carb 36mm Lectron carb. For sand and dusty riding, 3-B recommends a K&N filter with a sock sleeve over the top to keep those fine grains of sand out. This complete package blends together very well with a 3-B pipe.

What can't be seen, of course, is the port work; this is where all the ponies are unleashed. 3-B has also added a 1980 Tri-Moto 125cc "black box" to the ignition. This so called little "black box" gives more advanced timing to the ignition for higher revving engines.

For the all-out serious racer, another step can be taken — manual clutch kits and/or a six-speed transmission. This not only helps you come off the line, but the six-speed has closer gear ratios which really helps in the junk, along with having that little extra on top. This outfit is for the serious racer only.

3-B also produced a kit in which they weld the transfers on an IT175 barrel. The IT not only produces more horsepower, but can also be ported even further than your YT. The IT unit will also bolt right on your YT175 lower end which makes a nice sano unit. Once the motor has had its little ponies added, the clutch may have a tendency to slip. 3-B puts out a set of heavy duty clutch springs that will install straight into your stock Tri-Moto automatic clutch.

Talley also recommends removing the Autolube pump and mixing your own gas and oil. This allows you to run a mixture of your choice; PJ1 at 32:1, "Is what the Yamaha seems to like," comments Talley.

This is just a sample of what lies in store for a Tri-Moto owner. If you have any great ideas yourself, or just want to ask a question, give the 3-B boys a call at 714/562-7500 or write 3-B Lightning, 1357 N. Cuyamaca St., El Cajon, CA 92020. *ATV*

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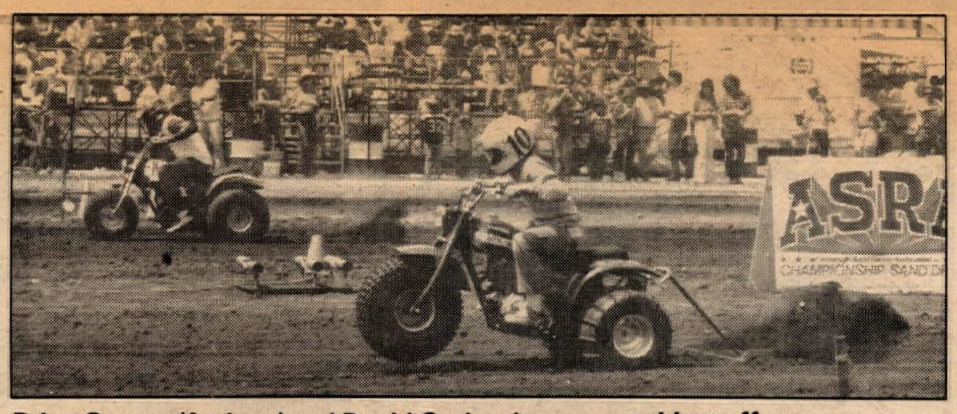

Brian George (far lane) and David Gothard prepare to blast off.

ASRA Sand Drags adopts new Pro classes for Three-Wheelers

By Dennis Ketterman

When Honda first introduced the all terrain three wheelers to the public, back in the mid-'60s it was looked upon as a nice, little, handy, fun vehicle. A way of getting from here to there when you're out nowhere. Something for the kids to play with, inexpensively, while the adults were out playing with their bigger toys. But Honda nearly dropped the line, because, generally, it wasn't all that well accepted. And for a year or so they did, but when they began building again, with a few more models to choose from, made a few changes here and there, that seemed to do the trick, and now nearly every off-roader and dune player has at least one. Some have even traded off or sold their 4x4s and dune buggies to use the three wheel exclusively for their "out anywhere" free time hobby. Since Honda's success, almost every major high performance motorcycle builder has gotten on the band wagon, and the three wheeler boom has taken off.

With the current economic situation, coupled with the cost of gas, the three wheeler has almost become the dominate fun machine for all age groups. "It's the simple machiney," affordable, and produces the same "high" people look for associated with wilderness motor sports and recreation.

Since stock equipment isn't where it's at, for the truly adventuresome, the three wheelers, naturally, began to take on a new look; especially in performance. Bigger, better, lighter parts, more horsepower and the whole evolutionary pattern of high performance packaging entered the picture for the growing numbers of three wheeler enthusiasts.

The American Sand Racing Association, the national sand drag sanctioning organization, followed this growing influx of the three wheeler and drag bikes in its Bracket program, and watched their popularity grow. This popularity was shared not only by the same riders, but by the spectators as well. From stock machines, to the nitro burners, they began to make an impact in the sand drag competition.

For the past three years, the bikes were limited to run only in the ASRA Bracket competition. In Bracket racing all vehicles are classified according to a qualifying E.T. (elapsed time). If they exceeded the class E.T. break during the eliminations, that is considered a break out; and disqualification would occur. Bracket racing is a very inexpensive way to go racing and still be competitive, but does not actually allow full restricted heads up racing.

Since the three wheelers play such a vital role in the entire off-road picture, and sand drag racing's roots, it was time they became recognized as a viable drag racing machine.

In 1982, ASRA will be introducing three new Pro-type classes exclusively for three wheelers and drag bikes. It will be the first time ever classes for these machines will be available or tried by any recognized sanctioning organization in sand drags. The three classes proposed by ASRA beginning next season are: (A) An unlimited Super Modified class: nitro, alcohol, nitrous oxide gasoline; unlimited cubic inch, supercharged, turbocharged or naturally aspirated; maximum wheel base 85"; dual tires accepted, maximum 13" diameter rear wheels. (B) Modified: unlimited cubic inch; nitro, alcohol or nitrous oxide not allowed; naturally aspirated, on gas or gas/oil mixture only; wheel base 85"; 13" wheel diameter. (C) Sportsman: 6" over stock wheel base, one cylinder, unlimited cubic inch; naturally aspirated on gas or gas/oil mixture only. (At the time of this printing, the new classes were still being formed and written, and are considered unofficial. Deadline for the rules to be defined "official" is Dec. 15, 1981.

Automotive, marine (V-8's), jet, rocket, or any aircraft engines are not permitted in any of the three wheeler/bike classes. Must be O.E.M. production motorcycle, snowmobile or Odyssey type engines.

One of the name riders, who have pioneered the super bikes in sand drags, is Jordan Quintal of Escondido, CA, who already possess the "World's Quickest Three Wheeler," 4.12 seconds through the 100 yards. Jordan runs a 1200cc Nitro burning (30%) Kawasaki. Another is Keith Ahart, from Phoenix, AZ, first came out on two wheels, converted over to three wheels, and has one of the most consistent machines of all the three wheelers, turning in the mid four's on gasoline.

From McMinneville, OR, Jon Fleagane showed up with one of the few Harley power plants on three wheels, and began to make quick tracks almost immediately. Jon is currently building a completely new machine to run in the B/modified class. Ken Stuart from "Skat Trac" (builder of the Super Scoopers sand tires) is another proven veteran three wheel racer in sand drags. Ken has run his potent machine for almost four years in the Bracket competition.

There are many others involved and getting involved in the three wheeler "fever" from all parts of the country, as sand drags in general has enjoyed tremendous growth in the last three years, and with addition of 23 new classes, including the new three wheeler catagories, for next season that growth pattern should continue on into the future for many years to come.

To receive a copy of the new 1982 ASRA Official Rule Book write: ASRA Rulebook, P.O. Box 3583, Ontario, CA 91761. Enclose check or money order for $4 plus 50¢ for postage and handling. For more information call 714/947-6103.

Yearly ASRA memberships are also available by writing to the above address. The cost of the memberships are $45 per year. A rule book is included in the membership fees, plus a monthly subscription to Sandrag Magazine (separately, subscription rate is $10 per year or $18 per two years), decals, monthly newsletters, discounted entry fees for all ASRA events, membership card and permanent vehicle number.

To keep informed and on top of what's happening in sand drags, it would be a very good idea to become a member today, and begin receiving all the benefits immediately.

The ASRA home track is located at the Riverside International Raceway in Riverside, CA, with monthly scheduled ASRA events. The next race will be held, Sunday, Dec. 6, and is an "All Comers" E.T. Class Points race (Brackets). Everyone is welcome to attend, non-members and members alike. Entry fee for this event is only $10. General admission is 15 for adults (includes pit pass) and $2 for children under age 12. Gates open at 12 noon Saturday, Dec. 5 (contestants only) for tech inspections and registration. That would be a good time to stop by and discuss your involvement with ASRA sand drags, memberships, rules, etc.

The first full class race (including E.T. class racing) of the season will be held, Saturday and Sunday, Jan. 16-17 at Riverside Raceway. The race is billed as a Divisional event, and is the first full class points event of the 1982 season. Call for further information. ASRA also has a special Junior Bracket racing program for kids between the ages of 12 and 15. They are only allowed to run three wheelers and Odysseys and compete in three separate pre-determined Bracket classes. The maximum E.T. for Junior racers is a 7.00 E.T.

Once again, the ASRA information center and office is located in Ontario, CA; and all correspondence sent to P.O. Box 3583, Ontario, CA 91761. Regular business hours 8 a.m. to 5 p.m.; 714/947-6103.

ASRA note: We apologize to all those people who were anticipating seeing a race at Riverside, November 15 and 16, and even went out to the track only to find out the race was cancelled. It was cancelled in September, but many of the newspapers and magazines had already gone to print with issues three months in advance, and we could not notify them of the cancellation. We are sorry for any inconvenience. ATV

Trueman, Kakavas top ADRA three-wheel desert race

By Monty Owens

WICKENBURG, AZ, OCT. 4

Forty-seven three-wheelers and 277 motorcycles showed up for the Seventh Annual ADRA Vulture Mine desert race to compete for trophies, prizes, money and 1981 points. The motorcycles went four loops (112 miles) and the three-wheelers went one loop (28 miles).

Jim Trueman riding a Honda ATC 250R was first overall and first in class 6 (250cc). Steve Espinoza on a 250R took second overall and second in class 6. Frank Trueman also on a 250R took third overall and third in class 6.

Tom Kakavas riding a Helm & Son sponsored Honda ATC 185 took fourth overall and first in class 4 (205cc). Tom Kakavas also wrapped up the overall 1981 points race and will be carrying the number one plate for Helm & Son, of Phoenix, AZ, during the 1982 desert racing season. Rick Simmon on a Honda 185S took fifth overall and second in class 4.

James Dalyniuk riding a 125cc Yamaha took ninth overall and first in class 3 (175cc) while John Clines riding a Hatch's Saw & Cycle sponsored 175cc Yamaha took 14th overall and second in class 3. Jeff McCormick riding a 125cc Yamaha took 10th overall and first in class 2 (125cc). Rick Boone riding a Motorcycle Mecca sponsored 125cc Yamaha got 12th overall and second in class 2.

Craig Kakavas riding a Hatch's Saw & Cycle sponsored Honda ATC 185 took 11th overall and first in class 5 (240cc). Don Baker also on a 185 took second in class 5. Larry Rodgers riding a 105cc Honda took first in class 1 (110cc). Larry Miller also on a 105cc Honda took second in class 1. Debbie McCormick riding a 125cc Yamaha took first in class 7 (Powder Puff) with Connie Kakavas on a Hatch's Saw & Cycle sponsored Honda 185S getting second in class 7.

The Vulture ATV race was the sixth ATV race of the ADRA season with the next and last race of the season being the Mexico (Sonoita to Rocky Point) Point to Point race on December 5, 1981. For more info on ADRA ATV races contact ADRA at 1-602/252-1900.

Amherst Meadowlarks host first ATV Hare Scrambles

By Matt Weisman

AMHERST, OH, OCT. 18

The Amherst Meadowlarks Cycle Club and Penton Honda hosted the first ATV races held at the Meadowlarks club grounds Sunday the 18th.

The course was laid out over the cycle hare scrambles course and was over a mile in length, using the woods and MX course.

The first ATV event in the area brought in over 30 ATV racers to battle over the course for one hour in a hare scrambles style event. For most of the competitors it was their first ATV competition, but according to their reaction it won't be their last.

Most likely, more ATV hare scrambles will be held in the future, so keep your eyes on the *ATV News* listings. *ATV*

Results

OVERALL: Mike Reisinger.

0-110: 1. Jeff Satmary; 2. Terry Deliman; 3. Tim O'Donnell; 4. Dave Gooniams.

110-200: 1. Richard Pangborn; 2. Jim Murrey; 3. Ralph Haslage, Sr.; 4. Ray Redhead.

OPEN: 1. Tom Hautricht; 2. Frank Manrak; 3. Neil Haupt; 4. R. Haslage, Jr.

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John Thomsen made it look easy as he took on the Telford competition.

Thomsen tops Telford

By Paul Roop

TELFORD, TN, OCT. 24

John Thomsen led every lap in open action at Telford Raceway, taking the lead at the start of both heats. Jerry Harmon fell in behind Thomsen at the first turn, and dogged him through both heats, but never really falling off more than three seconds off the pace. In third Hodgie Callahan could never really concentrate on the leaders as Kevlin Thomsen kept his attention.

Callahan and Thomsen continued their battle up front in the 200cc class, with no traffic in front of them, Callahan was able to pull away to a comfortable seven second lead, and the win.

The Beginners class, a new addition at Telford, saw almost everybody trying to borrow a three-wheeler. Mitchell Roop borrowed the Open class winner's machine and horsepowered his way to top honors over Tammy Harmon.

Results

200 3-WHEEL: 1. Hodgie Callahan; 2. Kevin Thompson; 3. Jimmy McCurry.

OPEN 3-WHEEL: 1. John Thompson; 2. Jerry Harmon; 3. Hodgie Callahan; 4. Kevin Thompson; 5. Keith Hensley.

BEGINNERS: 1. Mitchell Roop; 2. Tammy Harmon; 3. Tim Holdren; 4. Johnny McCurry; 5. Harry Callahan; 6. Jody McCurry.

Trask and Tourigny ATC/ATV Champs at Bryar

By Lu Lu Brymer

LOUDON, NH, OCT. 18

Harry Trask and Kevin Tourigny wrapped up the ATC/ATV (All Terrain Cycle & Vehicle) season at Bryar Motor-sport Park, Loudon, NH. They captured the well deserved, overall Championship Points race.

It was Harry Trask, Wakefield, MA, who dominated the ATV Points Championship on his four-wheeled Honda, however, Richard Wickson went away with the ATV Stock win of the day while Trask finished third.

The unusualness of the course was, the finale — run on the Bryar motocross course of up and down hill maneuvers. Several big MX jumps made the race day quite wearing on tires, but Tourigny proved to be the overall Three-wheeled Points Champion.

"They had a ball," said track manager Ted Coddard, explaining that they ran a three moto, motocross scoring system.

Bob Jolin out of Henniker, NH, took a bad fall on his three-wheeler over a jump, with his hand catching under his own wheel, With the alertness of the other racers, they all managed to miss him.

Sharon Winchell, of Mt. Vernon, NH, took the Ladies Division, by winning her ATV final. She came away in second overall in the ATV Points Championship race.

Kevin Tourigny took the 120 ATC class, while Pete Lacasse took the 200 ATC, and the ATC Open went to Ed Ladner. ATV Modified winner was Wayne Niemi, Westminster, MA.

The beautiful trophies were courtesy of Don Brymer, BMP, and Moto Moini Motorcycle, Herm Baver, National Distributor from Port Clinton, PA.

"Watch for the 1982 ATC/ATV opening season at Bryar in May," says Don Brymer, promoter/owner. "Any interested racers be sure sure to call BMP 603/783-4744 to get in on next year's action."

Results

ATV POINTS CHAMPION: Harry Trask (Hon).

ATV STOCK: 1. Richard Wickson; 2. Wayne Niemi; 3. Harry Trask.

ATV MODIFIED: 1. Wayne Niemi; 2. Richard Wickson; 3. Ray Dumas.

ATV LADIES: 1. Sharon Winchell; 2. Connie Webb.

ATC 120: 1. Kevin Tourigny.

ATC 200: 1. Pete Lacasse; 2. Matt Gagnon; 3. Brian Tebbetts.

ATC OPEN: 1. Ed Ladner; 2. Bob Jolin; 3. Bob Starr.

Three-Wheeling Rodeo

By John Miller

WAUSAU, WI, OCT. 25

By 11 a.m. the first Three-Wheeling Rodeo was about to kick off, even though there was still snow on the ground from the two inch fall the day before.

Three surrounding dealers — M&J Sports, Inc. (Honda), Northrider, Inc. (Yamaha) and Safari Sports (Kawasaki) — decided to get together and sponsor a Three-Wheeling acitivity, not just one event, but four events.

The Rodeo was held on a former landfill site which had been appropriately plotted out for each event. The majority of the 80 acres consist of sand and water.

The first event to start off was the sand drag race. A total of three Junior classes would be run, 0-110, 111-200cc and 201-Open. The drag course was about 200 feet long with several small bumps in the course to make things more interesting. After the drags were completed, round two of four events took place.

The pulling contest was a contest that called for a homemade skid, which measured about three feet to six feet with a metal bottom, and a heavy-duty chain being also used to hook on to the three-wheelers. The course started on flat ground while gradually increasing uphill. Bob Schult was the winner in the 110cc class. Bob pulled the skid, plus four cases of soda, almost to the top of the hill. In the 111-200cc class, Allen Weinkauf on a Honda pulled 13 cases of soda about halfway up the hill.

Keeping the front end down was a problem.

It turned out to be a very popular event with the four-stroke machines; however, in the Open class, the two-strokes had problems because of gearing. In the Open class, Dave Staszak cleaned house with his homemade XL350 three-wheeler.

Next event up was the Wheelie Contest in which they had the riders start their machines rolling on a flat sandy surface, lifting the front wheel at the marked area. The riders eventually crossed a small creek, a slight incline and finally up a rough hill with ruts. In view of the difficulty of the course, very few riders completed the section. Joe Ludwig ended up winning two of the classes on an ATC70 and ATC185s.

The main event of the day was the Scrambles or Motocross race. It captured the most attention of the 66 entries. The track for the fourth event consisted of sand and water (mostly water). Throughout the day, the water in spots varied from six to 15 inches deep; to say the least, everybody racing got extremely wet. With temperatures dropping from an afternoon high of 45 degrees it got plenty cool. There were even heat races in each class, with the biggest class being the 111-200cc which had two semi-final races and then the final. The 250cc class was, of course, the fastest, you should have seen the mud and water flying. Dean Scidmore from Schofield, WI, ended up the winner riding a new '81 Honda ATC 250R.

In view of the fact the weather was not the greatest, the spectators' comments were very favorable and of course the enthusiasm and the glow on the entrants' faces said it all for our first annual Three-Wheeling Rodeo.

Robertson-Jones highlight ATV races at Southways Race Park

By Marueen Daspit Daniels

PICAYUNE, MS, SEPT. 25

John Robertson, on a modified Honda 185, trophied first overall and took first place money in the 130-220 Modifed class Saturday night at Southways Race Park.

In the Powder Puff Three-Wheeler class, Sandy Jones of Southside Cycles in Slidell, LA, ran away with first place, the Powder Puff being the largest class of the night.

In the first heat of the 130-220 Modified class, Yamaha rider Jeff Routly,

sponsored by Southside Cycles in Slidell, led the pack in the first lap. Routly was followed by Honda rider Jessie Mills, a tough one to beat. In the second lap, it was still Routly in the lead, Mills in second, and John Robertson steadily gaining from behind in third. A change-up in the third lap created much excitement as Robertson made a go-for-it passing attempt. Robertson was successful, passing both Mills and Routly. With Mills in second, Routly third, and Charles D. Penny, sponsored by Doc Meyers & Son Yamaha, New Orleans, LA, in fourth, all positions remained the same for six pressured laps. But, a tough break for Mills in the last lap, mechanical problems, caused him to DNF. With Mills unable to finish, Routly met the checkered second.

In the second heat, Routly once again got a good start, followed by Nolan Tollett of The Big Mohoff Yamaha, New Orleans, LA, Mills in third. Robertson made a move in the second lap, passing Mills and Tollett to pressure Routly. Routly held him off well until in the fifth lap; Robertson charged into the lead. At the checkered, Robertson finished first followed by... Mills and Routly. Tollett and Penny finished fourth and fifth, respectively.

In the final heat, Tollett claimed the holeshot; Robertson took it away. In the second lap, Routly moved up to pressure Robertson, Tollett in third. Positions stayed the same, with all riders tight, until in the seventh lap, Mills passed Tollett for third. On the white flag lap Routly passed Robertson for the lead. Intense excitement increased as in the last lap Robertson and Routly dueled for first. At the checkered, Robertson crossed the line first. Routly was followed in second by Mills, Tollett and Penny.

The Powder Puff Three-Wheeler class is becoming one of Southways' most popular classes. Sandy Jones, as previously mentioned, of Southside Cycles in Slidell, showed fine rider ability in her first race. Although pressured heavily by Powder Puff champion, Aileen Billiot, also on a Yamaha, in the first two heats, Jones held the lead the entirety of both heats. Nina Robertson, a Honda rider, competed well for her first race. Robertson finished third all three heats, sometimes threatening Jones and Billiot.

In the final heat, Jones had problems off the line and Billiot claimed the holeshot, Robertson in second. In the second lap, Jones passed Robertson. Jones had trouble with Billiot as Billiot held her off until the sixth lap. Jones made a successful pass into first. Billiot was followed in second by Robertson. Janeena Manley, the only rider on a stock machine, finished fourth all three heats. Kathy Sketo and Denise Norris, both on Hondas, changed positions each heat. In the final outcome, Norris trophies fifth overall.

Go-kart two-stroke and four-stroke classes are run at Southways, along with the three-wheelers and Odysseys. There was a good turnout Saturday night. These low-to-the ground machines turn unbelievable speeds and really put on a show. The classes will be held on a regular basis and are expected to grow continuously. *ATV*

Results

GO-KART (TWO-STROKE): 1. Huey Watts; 2. James Gill, Jr.; 3. Kevin J. Suhre; 4. Bob Smull; 5. Rick Bolling.

BEG (ATVs): 1. Paul Pumilia (Yam); 2. Chip Daniels (Yam); 3. Jessie Polky (Hon).

ODYSSEY: 1. Tommy McDaniel (Hon); 2. Chuck Ryan (Hon); 3. Kenny Fazzio (Hon).

0-130 MOD (ATVs): 1. Gerald Colopy (Yam); 2. Derek Tollett (Yam); 3. Ron Manley (Hon); 4. Chip Daniels (Yam); 5. Claude Pumilia (Yam).

130-220 MOD (ATVs): 1. John Robertson (Hon); 2. Jeff Routly (Yam); 3. Jessie Mills (Hon); 4. Nolan Tollett (Yam); 5. Charles D. Penny (Yam).

POWDER PUFF (ATVs): 1. Sandy Jones (Yam); 2. Aileen Billiot (Yam); 3. Nina Robertson (Hon); 4. Janeena Manley (Hon); 5. Denise Norris (Hon).

GO-KART (FOUR-STROKE): 1. Jimbo Cartger; 2. Bo VonderBruegge; 3. David Forbis; 4. Tommy Miller.

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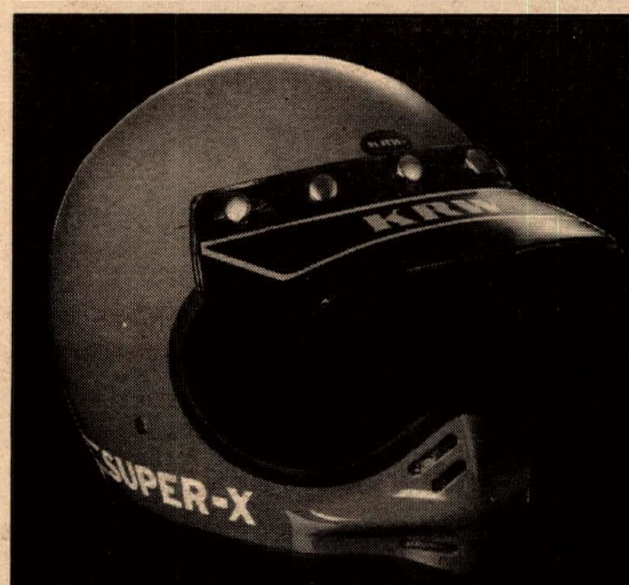

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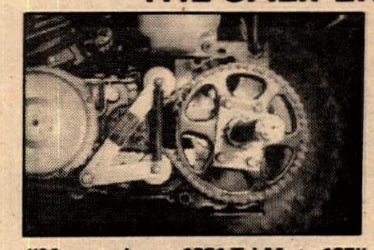

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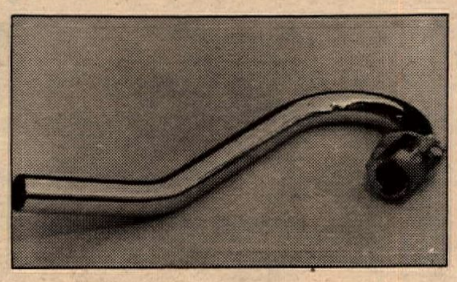

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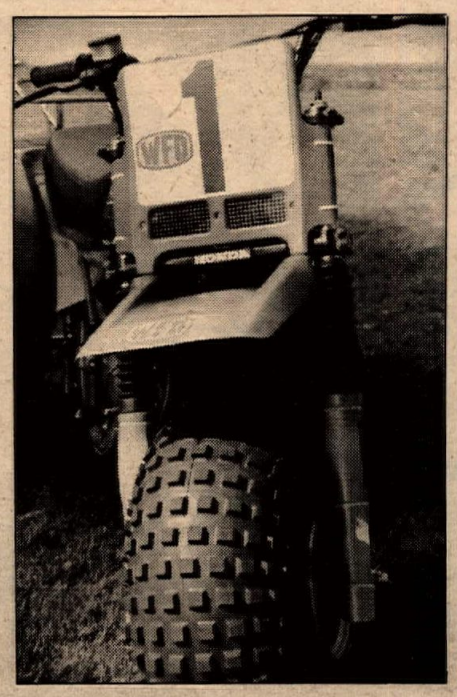
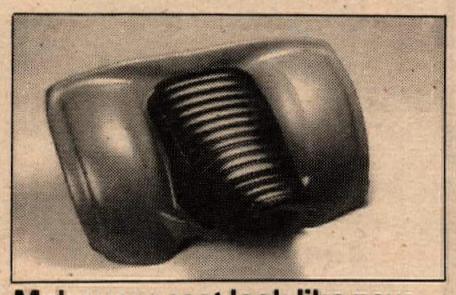


ATC250R Add-ons

WFO proudly presents their new vented number plate with screen. They come in red or white, and stadium-style numbers will fit. Retail is $13.95. Also available from WFO is the new vented front fender; you will never have to worry about losing horsepower because of heat. It comes in Honda red and retails for $36.95. See your dealer or contact WFO, Dept. ATV, P.O. Box 6115, Huntington Beach, CA 92646.

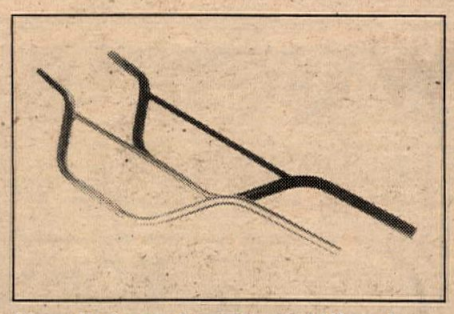
ATV apparel

Rocky's ATC cap features a five-color "rainbow" ATC design on a red and white cap. The cap's visor and front panel are made of knit nylon, with a open nylon mesh rear section. It is adjustable to fit headsizes 7 through 7¾ and is P/N 09-3291. $16.45 is the suggested retail at Rocky dealers.



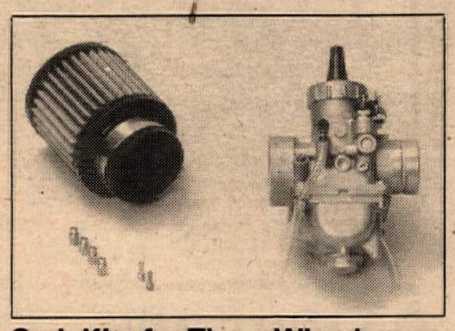
Make your seat look like new

If your stock seat cover has seen better days, and it's time to replace it, Rocky has O.E.M. seat covers for Honda ATCs and the Yamaha Tri-Moto. All you have to do is remove the stock seat cover and replace it with one of these durable leather grained black vinyl covers. Contact your Rocky dealer today.



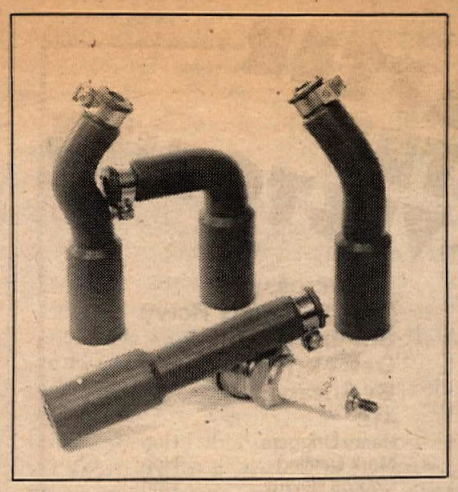
Handlebars for Three-Wheel ATVs

Now available for ATCs, Tri-Motos and other popular ATVs...Super Bars. These new handlebars are manufactured by Supercross Bars, a division of K&N. Specifically designed for three-wheel ATVs, they are wider than stock bars for better control... have a cross brace for added strength ...and come with bar end buttons to protect throttle and control levers. Super Bars are available in bright chrome part #90-107-001 or the new deep lustre black chrome part #91-107-001. They feature a knurled center section for non slip mounting. For more information contact: K&N Engineering, Inc., Dept. ATVN, P.O. Box 1329, Riverside, CA 92502, 714/684-9762.



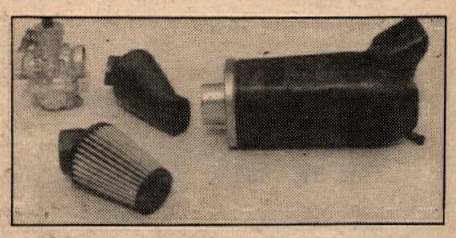
Carb Kits for Three-Wheelers

Three-Wheeler Carburetor Kits; now available from Malcolm Smith is a wide variety of Mikuni carb kits to fit Honda ATC 90/110, 185/200 Odysseys, Kawasaki KLT200 and Yamaha's Tri-Moto. These kits are designed specifically for each application and are available for "mild" or "warmed-up" motors. Each kit includes extra jets and a K & N Filter (when stock element cannot be used). For further info regarding the Carb Kits or any other Three Wheelin' accessories, contact your local Malcolm Smith dealer or write: Malcolm Smith, Dept. ATVN, 7563 Indiana, Riverside, CA 92504, 714/686-1006.



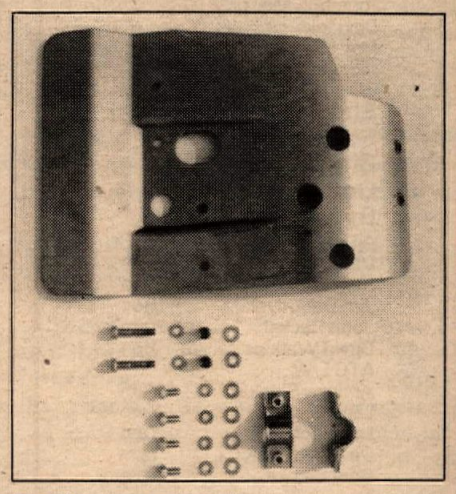
All new, all in one, plug cap — hot tip plug cap

This uniquely designed plug cap fits 10, 12 and 14mm spark plugs, allowing the purchaser to tailor the plug to his or her own particular needs — cap can be used with six or eight mm wire with carbon or wire core! Plug cap can be shaped to any position, 45°, 90° or used straight as supplied. The terminal is threaded with self tapping threads to be inserted into wire core with a center clamp securing cap to plug wire. This eliminates disconnect from road shock and vibration. The plug cap is water proof where it attaches to the plug wire and spark plug. It has an advanced designed clip to secure cap to spark plug electrode eliminating loss of spark to plug. Designed for boats, autos, motorcycles, three-wheelers where high performance is needed. This is a custom formulated di-electric rubber compound that resists heat, harding, ozone, cracking and color change. Tested over 18 months in off-road racing, it is very easy to install. Made in U.S.A. patent pending. For info write or call International Motorsports, 1189 La Cadena Drive, Riverside, CA 92501, 714/781-5849.



Water Tight Air Box

Fits all 90 and 110 type engines with Mikuni carbs. Connects up to stock air cleaner w/clamps that are supplied. Feature of this air box is to be able to ride in deep water like a stock bike. For more info contact Robinson Cycle Ent. at 4534 Baldwin #A, El Monte, CA 91731 or call 213/448-8517.



Engine protector

Tri-Moto owners will appreciate the added protection offered by the YT125 engine protector. Constructed of heavy duty aluminum, it shields the Tri-Moto engine from rocks, branches, logs and virtually anything else encountered off-road. It's easy to install and comes complete with all necessary hardware. The YT125 engine protector, available only at your local Yamaha dealer.

(Continued to page 28)

AFTER THE VICTORIES

Motocross
Orange County Rcwy
Bithlo, FL
Oct. 11, 1981
By Susan Frisz

ATC	
Henry Driggers	Hon
Mark Devling	Hon
George Hewitt	Hon

Hare Scrambles
Hell Fire Raceway
St. Marys, PA
Oct. 4, 1981
By Chuck Fritz

OPEN CLASS (Three-Wheel)	
Stan Cune	Hon
Scott Auman	Hon
185 CLASS	
Dean Challingsworth	Yam
Dave Star	Hon
Philip Cunningham	Hon
Randy Geyer	Hon
Fred Krug	Hon
110 CLASS	
John Crahen	Hon
Shawn Lyons	Hon

ATC Motocross
R.P.M.C. MX Park
Homestead, FL
Oct. 11, 1981
By J. Gordon

0-110cc	
Bill anderson	Yam
Jimbo Reed	Hon
111-200cc	
J. Gordon	Yam
Mike Brown	Yam
OPEN	
Rick Blum	Hon
Alex Laas	Hon

Grass Track
Telford Raceway
Telford, TN
Oct. 31, 1981

0-200 EX
Hodge Callahan
Kevin Thompson
Ray Hall
Frank Carroll
Kirk Hayes
OPEN EX
John Thompson
Kevin Thompson
Hodge Callahan
Kirk Hayes
Jimmy McCurry
AMATEUR
Mitchell Roop
Jonathon McCurry
Tim Holden
Troy Carroll
Jacqueline Phillips

Short Track
Square Deal Riders
Binghamton, NY
Oct. 25, 1981
By Larry McBride

ATC H/W	
David Sienka	Yam
Ben Cobb	Yam
Jim Denooyer	Hon
John Hackel	Yam
David Watkins	Hon
ATC L/W	
Andrew Sienka	Yam
Larry Sienka	Yam
Larry Cobb	Yam
Dan Canfield	Yam
Gary Sienka	Yam

Motocross
Deer Valley MX Park
Phoenix, AZ
Nov. 1, 1981
By Bengt Shifter

ATC/250 OVER
Jim Hickey
Scott Williams
Buddy Nelson
ATC/200 UNDER
Pete Corwin
Scott Wheeler
Chris Stollar

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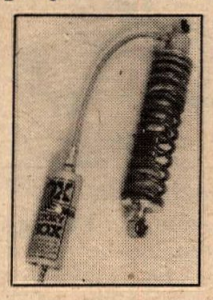

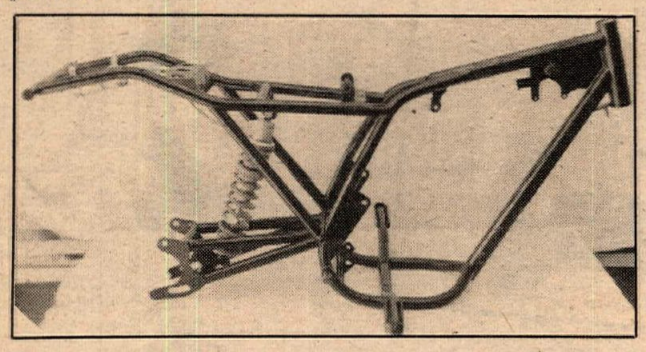

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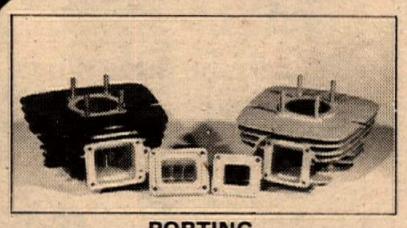

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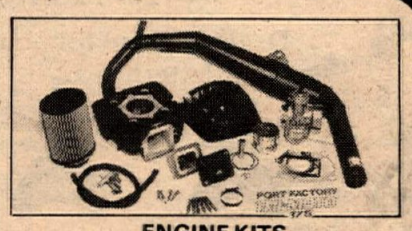

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- Tires, Goodyear softrack, 18x950x8 ..... 34.67

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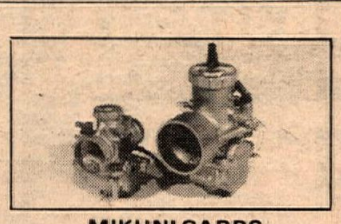

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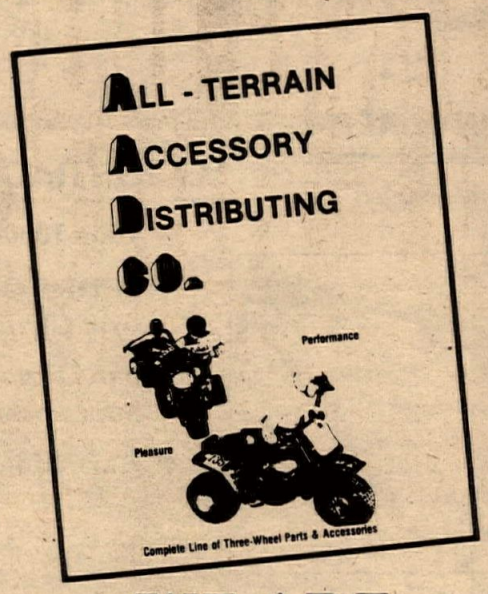

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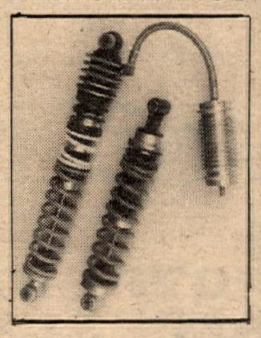

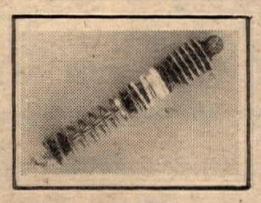

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(Continued from page 26)

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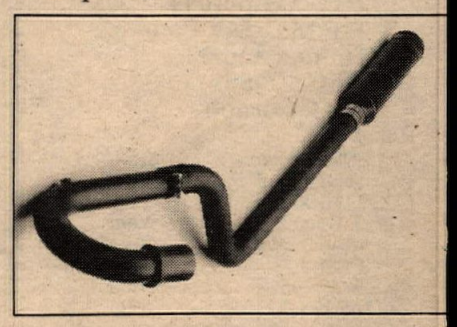
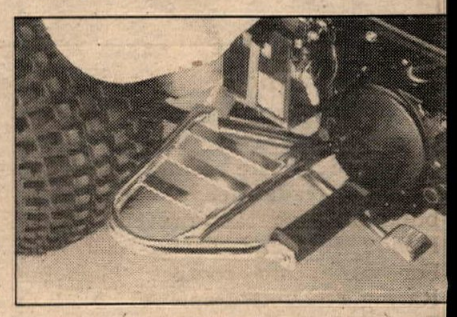
A: Kawasaki KLT Twist Throttle Kit — This quality twist throttle comes complete with a black alloy Magura throttle and grip along with a Terry-cable teflon throttle cable that never needs oiling. Suggest retail price $19.95. For more info contact your Kawasaki dealer.

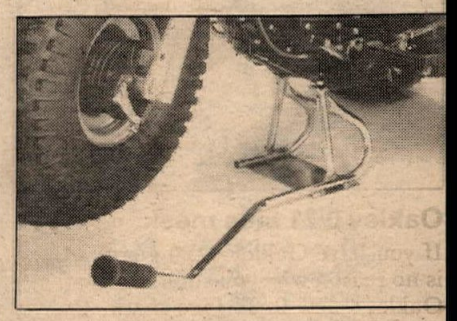
B: Kawasaki KLT Rifle Scabbard — The scabbard is molded of tough black polyethelene with padding interior for maximum rifle protection. Comes complete with black vinyl cover with Velcro fasteners to protect rifle from dust and weather. Scabbard mounts on KLT parallel to front forks in downward position. Suggested retail price $59.95.



C: Kawasaki KLT200 High Performance Exhaust Kit — Kit will increase horsepower 16% and increase torque throughout the entire rpm range. The kit will include a tuned pipe, spark arrestor muffler and all mounting hardware for easy installation. Suggested retail price $73.95.



D: Kawasaki KLT floorboards — Attractive chrome footrests, allowing a more comfortable riding position. Helps keep brush and rocks away from rider's feet. Styled to match and compliment the contours of the KLT engine rock guard. Suggested retail price $51.95.



E: The functional lift stand utilizes a lever arm with a rubber grip for ease of lifting and has a sturdy welded construction flat wide base to prevent sinking while stand is in use on soft ground. Lift stand finished in attractive nickel plating. Suggested retail price $35.95.

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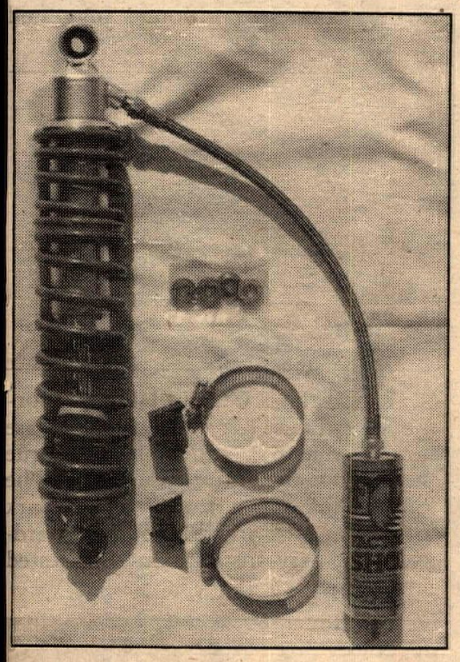

Nicholson Shox

Nicholson Fox Shox, developed exclusively for Three-Wheelers, progressive dual rate springs, adjustable damping, fade free, completely rebuildable, and race proven by team Honda, first and second Baja 1000. For more info contact: Nicholson Racing Products, Dept. ATVN, P.O. Box 1068, Spring Valley, CA 92077, or call 714/460-4418.

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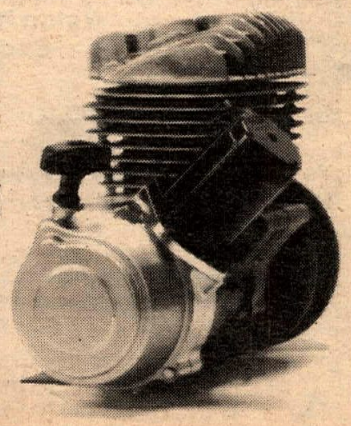

GOKI's Electric Starter Kit (Part No. OS-100) sells for $179.00, and be ordered direct, or see your local dealer.

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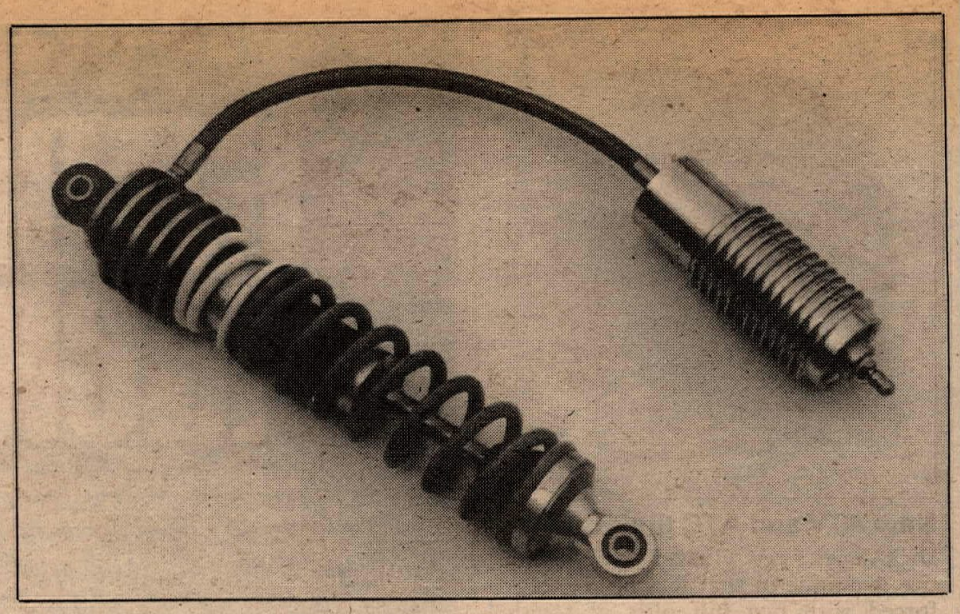


Works Performance ATC250R shock

Works Performance now offers a new shock for the hottest three-wheeler around — the Honda ATC250R. Not a rebuilt stocker, this brand-new shock features dual-rate springs, a 50-percent-larger capacity reservoir and the patented design that has made Works a leader in high performance suspensions.

The ATC250R shock offers improved damping, more suspension travel, a smoother ride and reduces bottoming hardness. The shock comes complete and ready to bolt on for $195. Available from savvy dealers everywhere or: Works Performance Products, 8730 Shirley Avenue, Northridge, California 91324, 213/701-1010.

Electric power

Scoota by A-Bec is the newest entry to the three-wheel electric vehicle market. It's the perfect mode of transportation for the retiree who may still enjoy the thrill of traveling in an open vehicle. Scoot's light weight and portability opens up a new world of independence and mobility. With the one-finger control unit conveniently placed near the handle grips, the rider can easily maneuver through shopping centers or around tight corners in the home at variable speeds of up to five mph. Scoota's direct drive construction means there are no chains or belts to break down, and the unit's 24 volt power system allows up to 12 miles of travel on a variety of surfaces, including inclines, on a single battery charge. To recharge, simply plug the Scoota battery charger into any household outlet. Scoota is equipped with three forward and three reverse speeds and automatic, electronic brakes which are activated by simply releasing the control stick.

Scoota can also disassemble in seconds to fit into any back seat or car trunk for easy transport.

Backed by a 12 month warranty, further information may be obtained by contacting: A-Bec, Dept. ATV, 20803 Higgins Court, Torrance, CA 90501. For toll free info call 800/421-2269. California residents call 213/533-0306.

Versatile accessories for the Yamaha Tri-Moto

The Yamaha Tri-Moto is a fun machine and, with the addition of these three new accessories, it's also a more versatile machine. There's the Front and Rear Carrier Racks, plus a new Trailer Hitch. Both racks considerably increase the carrying capability of the Tri-Moto and are constructed of tough, tubular steel. They are finished with polyester black powder paint. The Front Carrier also comes with a headlight guard, while the Rear Carrier features a top rail to prevent loads from falling off. The Trailer Hitch is designed to make it easy to tow things with the Tri-Moto. Constructed of tough, rigid steel, it features a durable black polyester powder paint finish. All three items are easy to install and are available for both the YT125 and YT175 Tri-Moto machines. Check them out at your local Yamaha dealer.

New ATV and ATC tire

Dick Cepek's new 21x12-9" ATV-ATC tire is unique in that it is fabric reinforced with two full plies of tough nylon cord to give you a big edge in traction, stability and handling over most other ATV-ATC tires. Its unique "true tire" construction provides a run flat capability to get you back in emergencies in the roughest terrain and the extra tread depth delivers more traction than ordinary ATV-ATC tires. If you run in terrain where flat tires have become a way of life, then this could be the answer to your problems. The price $59.95 each "postpaid" (Calif. residents add 6% sales tax) from: Dick Cepek, Inc., Dept. ATVN, 5302 Tweedy Blvd., South Gate, CA 90280. "Free" catalog available.

Malcolm Smith Koozie cups

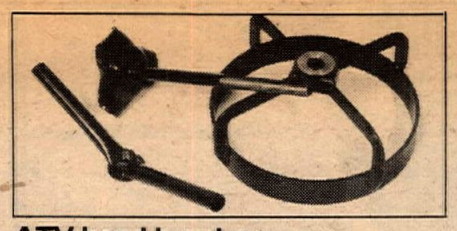
Dual purpose Koozie cups can be used for hot or cold drinks. The dense outer foam cup can be used to keep canned drinks cold, and the plastic insert can be used as a coffee cup or a cold drink cup. Koozie cups are available in Honda, Suzuki, Yamaha, Three Wheeling and Malcolm Smith designs. All graphics are screened on the outside of the foam. Suggested retail $3.50. Ask your local Malcolm Smith dealer or contact: Malcolm Smith, Dept. ATVN, 7563 Indiana, Riverside, CA 92504 or call 714/688-1006.

KLT200 Hi—performance pipe

Is your new Kawasaki Three-Wheeler a little sluggish? Well, PK has the answer. This new exhaust system comes complete with all necessary mounting hardware and can be installed in minutes. Available in either black or chrome, and your choice of silencer or spark arrestor.

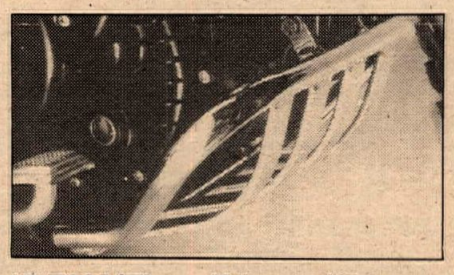
17-200 black w/silencer 69.95
17-200SA black w/spark arr.... 79.95
17-200C Chrome w/silencer.... 79.95

Available from: PK Racing Products, Dept. ATVN, 245 So. Paseo Sonrisa, Walnut, CA 91789, 714/595-1072.



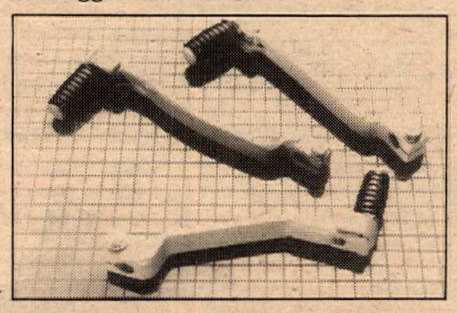
ATV bead breaker

Compact all-steel design bead breaker for the difficult bead on ATCs, Odyssey, all flotation tires, graden tractors, racing slicks on go carts. Comes in a 7", 8" and 9" size, only three parts. Designed to work on flat sidewall or round sidewall tires. Comes in a compact box designed for shop work or to take along on weekends, weighs approximately six pounds. This revolutionary tool cuts through rust, dirt, grime, grit and bent rims allowing you to quickly change your tire by compressing the bead down even all the way around the tire. It works. Made in U.S.A. Retails for $39.95. For more info contact International Motorsports, Dept. ATVN, 1189 W. La Cadena, Riverside, CA 92501, 714/781-5849.



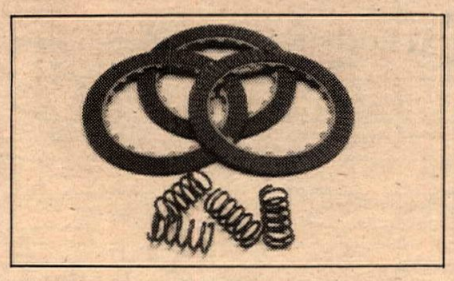
KLT200 (Three-Wheeler) Engine Rock Guard

Designed exclusively for Kawasaki. The KLT 200 engine rock guard is constructed of ⅞ O.D. steel tubing frame, and four ¼" thick cross skid bars to protect your engine and cases from rocks and bumps. This engine rock guard is finished in a high luster nickel chrome for attractive appearance while providing maximum protection to the KLT engine and lower frame section. KLT engine rock guard is available from your Kawasaki dealer. Suggested retail $29.95.



No more breakage

Straight from Sure Fire Distributor is their new folding shift lever for 3-Wheelers. These folding levers will take care of those bending blues you may have. Ask for dealer application. For more info call 1-800/452-2864, or write Sure Fire, Dept. ATVN, P.O. Box 1786, Ashville, N.C. 28802.



No slip clutch kits puts the power down

A must for ATC-90/110s with big bore or stroker kits is Rocky's high performance clutch kit, P/N 04-1067. Once installed, the clutch problems commonly found with "Big" engines are virtually eliminated. The kit includes three heavy-duty clutch plates and four racing type clutch springs. 04-1067 has a suggested retail of $22.47.

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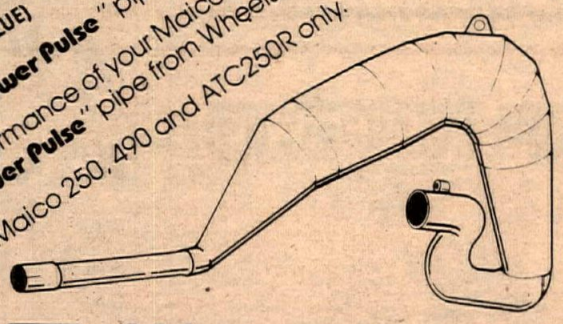

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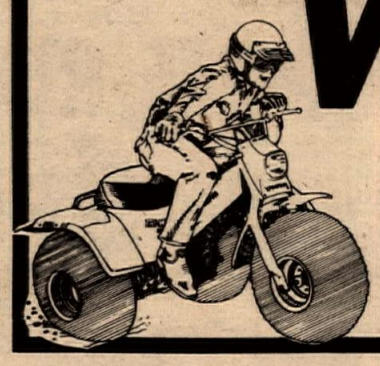

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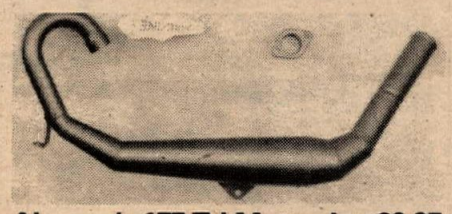
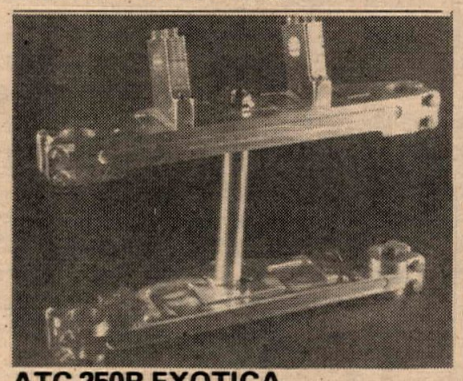


Aircone's 175 Tri-Moto pipe 89.95

This is the ultimate pipe for your 3-wheeler — outrageous power and throttle response. Contact AIRCONE, INC., 5901 Emerald Ave., Las Vegas, NV 89122. (702) 456-4177. (2ATV/tfne)



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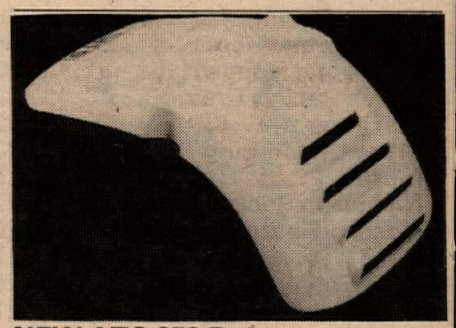

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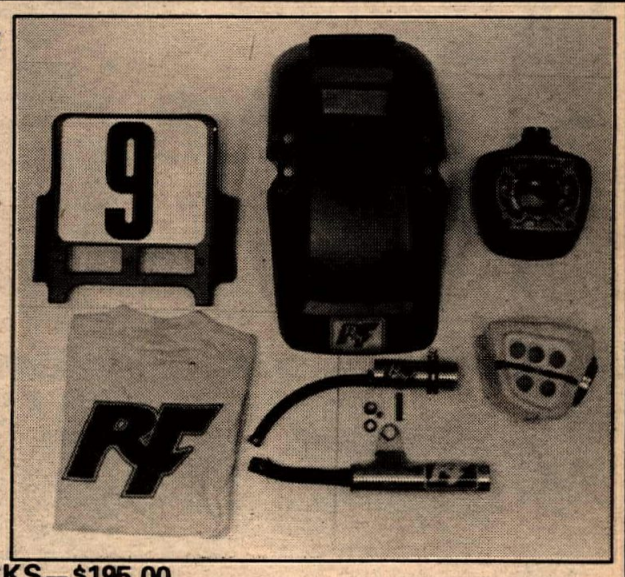

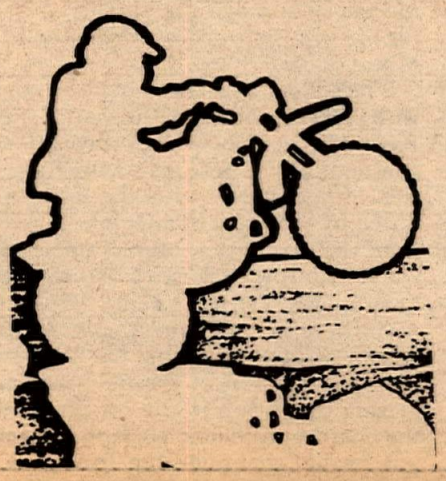

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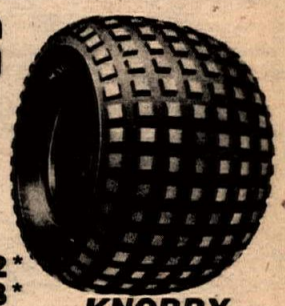

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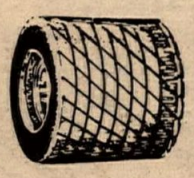

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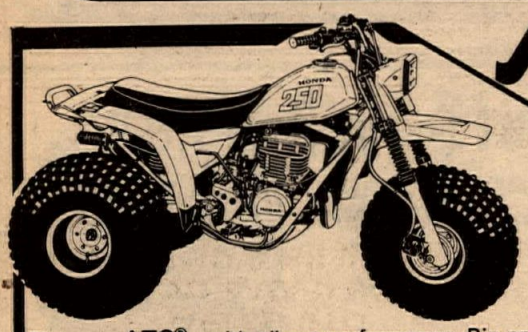

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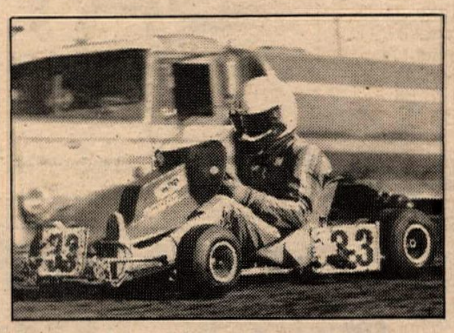

Meyers lets it all hang out at Baylands

By Jerry R. Newray

FREMONT, CA, NOV. 1

Baylands Raceway began the year racing their go-karts on the high banked, super fast one-eighth-mile oval. With so much speed capable in these little high powered karts, a bigger and better track was designed next to the moto-cross course. In this area, a one-sixth-mile course was cut along with a 10 degree banking, which makes the course very unique.

Over 100 karts and racers from all over the Bay area showed up with some of the top drivers in the nation attending. Names like Jeff Nelson, the national champion, and Tim Meyers, the Junior National winner, and a host of others made this race a class act.

It was Meyers providing some of the best action as he drove in two classes, taking both mains. In the 135cc class, it was Meyers again, topping a class field of riders and taking home the first place trophy. The first heat saw Meyers getting a super start, coming into turn one ahead of the rest of the field with Al Megeniry following in second. Throughout the heat it was Meyers and his kart finding the low groove and taking advantage of it. Meyers went on to the checkered flag for the win, followed by Megeniry and Mike Otoole.

The second heat was much the same with Meyers blazing the super fast Baylands course while leaving his competition far behind. At the flag, it was Meyers again with the win, followed by Megeniry and Otoole.

In the main event Meyers started in the fourth row because of the inverted lineup. Also running in the same main were the 200s and Duals. At the start it was Otoole taking the first turn ahead of the rest of the field, Meyers getting caught up in the traffic. With the main only being 10 laps, Meyers put on his championship form, little by little working his way to the front of the pack and taking the lead with four laps remaining.

The best show of the day came when Meyers not only pulled away from the 135cc karts but started to attack the much larger 200cc and dual class. As Meyers came up on the fourth lap, he had three Duals in his sight. In turn one Meyers put a super move on two of them and slid underneath.

Meyers then put his sights on Dan Keen and his big Dual kart. As the two battled side by side, it was Meyers really showing his masterful driving skills. At the finish, it was Keen taking the win in the 200cc class, with Meyers and his 135cc taking first in his class. Following Meyers in for second and third were Otoole and Megeniry.

The most impressive fact about that race was that Meyers was able to stay up and then pass national champion Jeff Nelson in his Invader Racing Special, which also compete in the 200cc class. Meyers' performance was one tough act that nobody could repeat.

One of the other good rides of the afternoon came in Super Stock Heavy Division One. Rodney Layton took his Yamaha-powered kart to first in his first heat race, with a third in the second heat.

In the main it was Layton starting in the last row with 12 other karts ahead of him. Again it was Layton putting on his star act. Little by little he chipped away at the large field and found himself in the third spot with only three laps left. The people at Baylands really got their money's worth as Layton started doing battle with Dennis Groves and George Norris. With two laps to go, Layton put a great move on both drivers, taking the high groove which shot him out of turn two like a rocket. At the checkered, it was Layton in first followed by Groves with Norris in third. The go-karts will return to the super Baylands course, with a much larger field; some new track features will also be added which include more grandstands and a new crashwall. For more info on go-kart racing, contact track promoter Tim Meyer at 415/651-2545. *ATV*

Results

200 & DUALS: 1. Dan Keen; 2. Jeff Nelson; 3. Steve Shaw.

135 OPEN: 1. Tim Meyers, Jr.; 2. Mike Otoole; 3. Al Megeniry.

S.S. HEAVY DIV 1: 1. Rodney Layton; 2. Dennis Groves; 3. George Norris.

S.S. HEAVY DIV 2: 1. Rich Wasina; 2. Mike Cardoza; 3. Danny Ruth.

S.S. LIGHT DIV 1: 1. Mike Wasina; 2. Scott Key; 3. Rick Evans.

S.S. LIGHT DIV 2: 1. Tim Meyers, Jr.; 2. Brett Bell; 3. Lindell Anthony.

100 JRS: 1. Linda Brown; 2. Mike Cady; 3. Mark Single.

100 STOCK DIV 1: 1. Henry Rossi; 2. Dave Vierra; 3. Cliff Maderia.

100 STOCK DIV 2: 1. Chris Wilson; 2. John Mason; 3. Geoffery Cousell.

ROOKIE JRS: 1. Mike Neal; 2. Vincent Norris; 3. Dale Johnson.

Coming Events

1982 SCORE Race Schedule

1/9 SCORE Awards Banquet
Anaheim, CA
2/5-7 Parker 400
Parker, AZ
3/26-28 Mexicali 250
Mexicali, Baja California, Mexico
6/4-6 Baja Internacional
Baja California, Mexico
8/6-8 Of Road World Championship
Riverside Int'l. Raceway
Riverside, CA
11/3-6 Baja 1000
Baja California, Mexico
For more info call 213/889-9216

Every Sat. night

3-WHEEL, MOTORCYCLES, GO-KART, FLAT TRACK
IA State Fairgrounds (Cattle Pavillion) E. University Des Moines, IA. Indoor racing. Gen. admission $3.50, sign-ups: 6 p.m., race 8 p.m. Classes to be run: 0-200cc, 200 and up for 3-Wheelers. 0-250cc, 250 and up for Flat Trackers. 0-250cc, 250 and up for Flat Trackers. 0-100cc, Go-Karts. Entry fee: $5. Pit pass $5. For more info call 515/265-4261.

Every 1st & 3rd Sat. night

R.A.C.E. ODYSSEY & 3-WHEEL
Corona Raceway, Corona, CA. Hwy. 91 to Buchanan Exit. Full Odyssey & 3-Wheel program. For more info call 714/689-1913 or 735-1705.

Every 2nd & 4th Saturday night

FLAT TRACK (1000 FT. OVAL)
Picayune, MS. Southways Race Park, 3 Wheel Odyssey & Go-Kart. 0-80cc, 80-130, 130-220, 220-Open, Beginner class, P.P., Go-Karts-Stock, modified; Odyssey. Gate fee $4-under 6 free. 5 trophies per class. For more info call 601/798-8296.

December 5

5TH ANNUAL ADRA & 3-WHEEL
Sonoita to Rocky Point Sonora Mexico — Border town to ocean. 7 classes to be run; 110-125cc — 175cc, 205cc, 240-250cc & PP. Race will be 49 miles to check point 2. Spark arrestors are required. Pre-entry $17, post $22. For more info call 602/252-1900.

December 6

GRAN PRIX RACEWAY ATV RACES
Canton, OH. Take 21 N. or S. to Rt. 93 exit, take 93 S to Orville St., turn right & go 3 miles to Deerfield Ave. & turn left. Classes to be run: Minis-70cc, 80-125cc, 126-200cc, 201-250cc. Modified's, Odysseys's. 5 trophies per class. Gate $3, sign-ups $5. For more info call 216/683-3959 or 854-4847.

NORTHWEST CHALLENGE & KINGDOME QUALIFIER
Seattle, WA. Thurston/Grays Harbor ORV Sports Park. Drive 16 miles W. of Olympia on Hwy 8. One mile course with sand surface. 3-Wheel classes: Youth, 0-85cc, 85-125cc. Senior, 0-125cc, 126-200cc, 201-250cc, Powder Puff, 0-200cc. Odyssey classes: Stock, Super Stock, Super Mod. Entry fee: $15 per class. For more info call, 206/426-8090.

MDA 100
Lakeland, FL. 3-wheel & Odysseys plus motorcycles, 8 miles of off-road and paved sections. Cash and prizes to be given away. No membership required. It's a benefit race for Muscular Dystrophy Assoc. Pro pre entry $25, Am pre entry $15, includes 2 admission/pit passes. Gen. admission $3, non-racing students $2 w/school I.D., 6-11 $1 and under 6 or over 65 free. For more info call 305/628-6455.

3-WHEELERS ALONG WITH MOTOCROSS
Phoenix, AZ. Deer Valley Cycle Park, 7th St. & Deer Valley. Prac. 8 a.m., race 9 a.m. Entry fee: Pros $15, Sportsman $10. For more info call, 602/867-4769.

December 13

GRAN PRIX RACEWAY ATV RACES
Canton, OH. Take 21 N. or S. to Rt. 93 exit, take 93 S. to Orville St., turn right & go 3 miles to Deerfield Ave. & turn left. Classes to be run: Minis-70cc, 80-125cc, 126-200cc, 201-250cc. Modified's, Odysseys's. 5 trophies per class. Gate $3, sign-ups $5. For more info call 216/683-3959 or 854-4847.

A.M.E. INDIAN DUNES ATV RACE
Valencia, CA. 45 min. GP, 3-Wheelers start at 9 a.m. Odyssey start at 10 a.m. $10 Entry fee. All rider will receive number plates. For more info call 213/342-1752.

2nd ANNUAL BUSHY BRANCH POKER RUN
Holly Hills, S.C. 3.1 miles W. of U.S. 301 on Hwy 176 — South Carolina. All 3-Wheel classes ran, must start after motorcycles, sign-ups 9 a.m. Start 12:30, entry fee: $4. For more info call 803/496-3514.

December 20

3-WHEELERS ALONG WITH MOTOCROSS
Phoenix, AZ. Deer Valley cycle Park, 7th St. & Deer Valley. Prac. 8 a.m., race 9 a.m. Entry fee: Pros $15, Sportsman $10. For more info all, 602/867-4769.

CMC ATV RACES
Saddleback Park, Orange, CA. All 3-wheel classes + Ody Classes 1-5. TT/off-road course. Sign up 8 a.m., race 9:30. Entry $10. Info 714/557-3323.

COMING EVENTS

FREE Listing

Coming Events are a free service. Please type or legibly print all information asked for and mail the blank or a fascimile thereof to: ATV News, PO Box 1030, Long Beach, CA 90801. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Coming Events blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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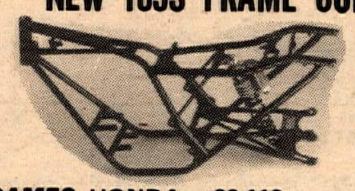

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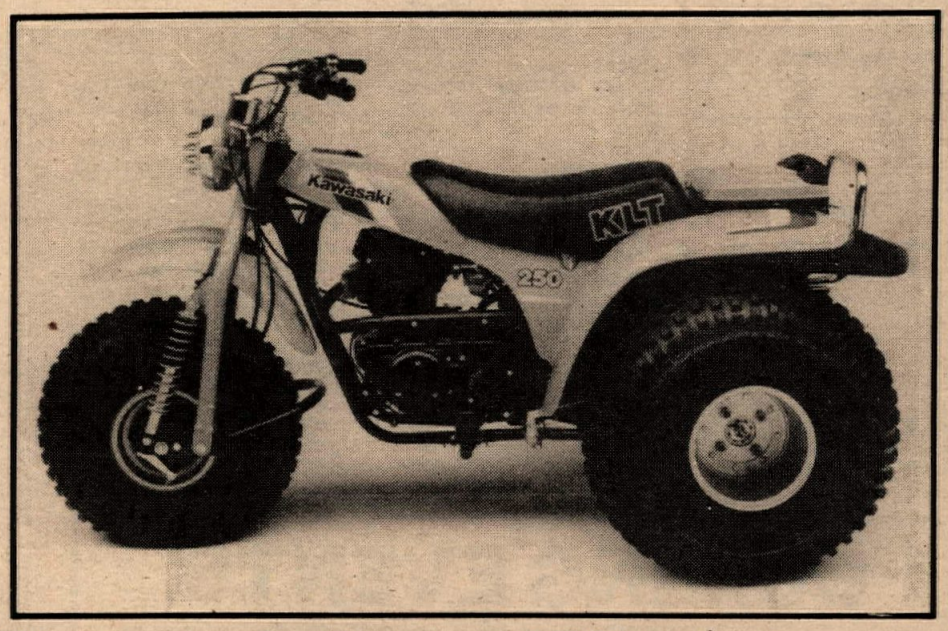

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